

# **Core Strategy Development Plan Document**

## **Preferred Options**

**Foreword**

**To be inserted.**

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### Stockton-on-Tees Borough Local Development Framework

#### The Core Strategy Development plan Document Preferred Options

#### Foreword

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*Glossary – to be separate document.*

## CORE STRATEGY PREFERRED OPTIONS

### Stockton-on-Tees Borough Local Development Framework

#### 1. Introduction

- 1.1 In 2004, a new system of development planning was introduced, to replace the “old” system of Local Plans. This involves producing a series of documents that are more streamlined and flexible, able to respond more quickly to changing circumstances. Spatial planning now has a wider, more inclusive approach, and it aims to ensure the best use of land by weighing up competing demands. It is still concerned with the physical aspects of location and land use but also takes into account economic, social, and environmental matters in order to achieve sustainable development.
- 1.2 The Core Strategy Development Plan Document (DPD) is the first of these plans to be prepared by the Council. Based on the unique features and characteristics of the Borough, and taking account of other strategies and programmes which affect the area, especially the Community Strategy, this overarching development strategy will set out, in broad terms, the pattern for development and growth in the Borough over the next 10 – 15 years, and how this will be achieved.

#### What is the purpose of this report?

- 1.3 The Preferred Options for the Core Strategy DPD has been produced by the Council as a basis for consultation as part of the second stage in preparation. It builds on the earlier consultation on the Core Strategy Issues and Options (May/June 2006), developing ideas on how to **“create safe, healthy, prosperous communities, improved local environments and provide a better quality of life for all”** within the Borough.

#### Why might it affect me?

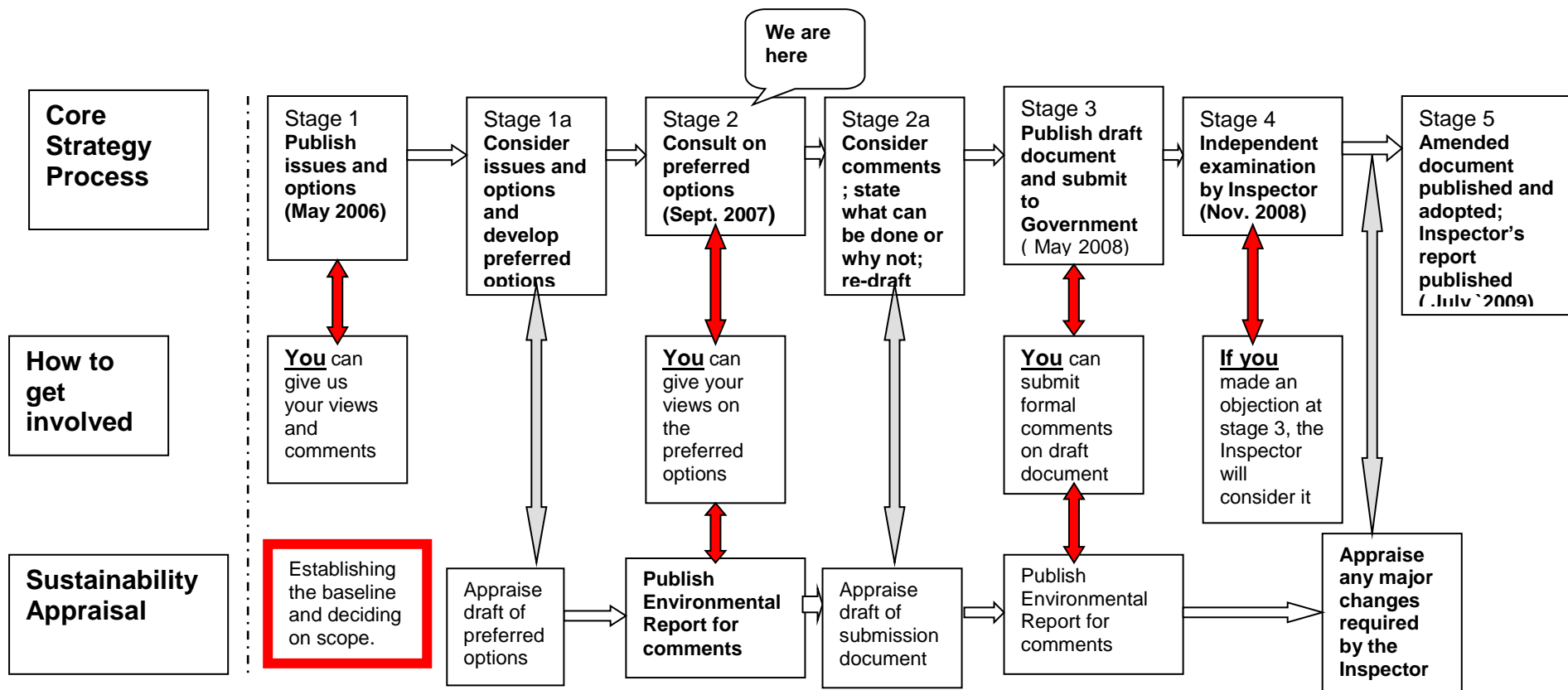
- 1.4 Planning policy can affect anyone, because it has the potential to bring about change to areas. The development planning system is about influencing and directing development, which might affect the types of housing, jobs or services available to those living and working in the area. The Council is particularly keen to involve local communities in the planning process. It is important that people know what is happening and where they can get copies of documents, even if they do not wish to be directly involved (please see the final page for contact details).

#### Community Involvement

- 1.5 Our detailed approach for involving people in producing Local Development Documents is set out in our Statement of Community Involvement, and is summarised in the diagram at the end of this section (Figure 1). We are inviting your views, which will be important to us, since we need to know how you would like the Borough to develop.

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Figure 1.  
How this strategy will be prepared.



## CORE STRATEGY PREFERRED OPTIONS

### PREFERRED OPTIONS FOR THE CORE STRATEGY DEVELOPMENT PLAN DOCUMENT JULY 2009 – MARCH 2021

#### Stockton Borough – past and present.

- 1.6 The Borough of Stockton lies astride the river Tees, and owes its origins to the river. Although settlement of the area can be traced back to Anglo-Saxon times, growth in population came in response to Stockton's role as the main port in the area (taking over from Yarm in the seventeenth century) and later, with the building of the Stockton – Darlington railway in 1825. Although its role as a river port declined a few years later, when the railway was extended to Middlesbrough, manufacturing industries sprang up based on rope making, cotton mills, sugar refining, brick making, pottery, iron and steel, ship repairing and more recently, the chemical industry.
- 1.7 Today, the main centre of population is the town of Stockton itself, with the towns of Billingham, Thornaby and Yarm functioning as district centres. The development of Ingleby Barwick has dominated the housing supply for the past 20 years, creating a new settlement. The urban area is surrounded by a rural hinterland, with a number of villages, many not more than a mile or two from the built-up part of the Borough.
- 1.8 The Borough is served by two trunk roads – the A19 running north south, and the A66 running west east. Local rail links provide a service between Middlesbrough and Darlington, and also to Hartlepool and Newcastle to the north, and York to the south. Durham Tees Valley Airport straddles the border of Darlington and Stockton Boroughs.
- 1.9 The key drivers for change include:
  - Realising the potential to focus on the River Tees as a key asset of the Borough, whilst taking into account the impact of climate change and flood risk
  - Loss of traditional manufacturing industries, giving rise to previously developed land within urban areas, resulting in significant opportunities for redevelopment and regeneration, coupled with the identification of key regeneration sites
  - Lower than the national average employment rates
  - Low rates of new business start-ups
  - Potential to improve educational achievements, and to retain/attract more highly qualified people
  - Potential to create new jobs and attract significant investment in the chemical sector
  - Development of University of Durham's Stockton campus, and the opportunities to diversify the economic base through the development of "knowledge based" industries

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- High retail vacancy rates in the town and district centres<sup>1</sup>, combined with poor environments
- Lower than national average rates of car ownership, and therefore a need to improve the accessibility of services and facilities
- Pressure for greenfield development
- Recent growth in population and households, and the need to improve housing quality and choice
- An aging population profile
- Wide disparity of opportunity, with areas of disadvantage situated alongside areas of affluence
- Pockets of low demand for housing, despite a general increase in house prices over the past few years
- Potential to improve transport infrastructure and public transport provision
- Desire to reduce further levels of crime and disorder, and to produce increased feelings of safety
- Potential to increase of the use of the River Tees and its environs for leisure, sport and recreation activities following the completion of the tidal barrage in 1995.

1.10 In response to these distinguishing characteristics, to strengthen economic performance, maintain population growth, encourage inward investment, and improve the image of the Borough as a place to live and work, it is necessary to

- Diversify and modernise the economic base
- Support existing industrial “clusters” and businesses
- Increase the levels of skills on offer and the qualifications of the resident workforce
- Capitalise on the Borough’s natural assets, such as the River Tees and its valley, the national nature reserve at Seal Sands, and prospects for renewable energy production
- Realise the potential of the presence of Durham Tees Valley Airport, and the University of Durham’s Stockton Campus
- Improve and revitalise the Borough’s town centres
- Improve the leisure, sport, recreation and cultural offer of the area

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<sup>1</sup> Partly associated with plans for improvements/redevelopment in Billingham and Thornaby



## CORE STRATEGY PREFERRED OPTIONS

### Stockton-on- Tees Borough



- Improve the environment, particularly through the re-use of previously developed land
- Improve local accessibility to jobs, services and facilities
- Improve links between the Borough and the rest of the Tees Valley and the northeast region to support economic growth of the area and the Tees Valley City Region as a whole
- Build on past successes, such as the redevelopment at Teesdale, to continue regeneration of the Borough.

## 2. The Strategic Context

### National Planning Guidance

2.1 The Preferred Options have been prepared with advice issued from the government in mind. Planning Policy Statements and Guidance Notes<sup>2</sup> and Circulars place sustainability at the heart of the planning process. The government has set out four aims for sustainable development, which are:

- Social progress which recognises the needs of everyone
- Effective protection of the environment
- The prudent use of natural resources; and,
- The maintenance of high and stable levels of economic growth and employment.

<sup>2</sup> These can be viewed at <http://www.communities.gov.uk> in the Planning, building and environment folder.

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2.2 These aims should be pursued in an integrated way that delivers high levels of employment, and a just society that promote social inclusion, sustainable communities and personal well being, in ways that protect and enhance the physical environment and optimise resource and energy use.

### Regional Planning Guidance.

2.3 The emerging Regional Spatial Strategy<sup>3</sup> (RSS) for the North East will replace Regional Planning Guidance 1 and the Tees Valley Structure Plan. In line with the government's priorities of sustainable development, the regional strategy focuses on urban renaissance and sustainable solutions to transport problems. The main thrust of RSS emphasises the need to maximise the major assets and opportunities available in the north east, and to regenerate those areas affected by social, economic and environmental problems. RSS provides the spatial context for the delivery of other regional strategies, in particular the Regional Economic Strategy, Regional Housing Strategy and the Integrated Regional Framework. The Regional Transport Strategy is integrated within the RSS.

## 3 What future should be planned for – the spatial vision

### What is meant by “spatial vision”?

3.1 “Spatial vision” is about planning for Stockton-on-Tees Borough 2021, what the area will look like and how it will function. This must go well beyond land use planning issues and develop a vision for the social, economic and environmental well being for the area.

3.2 There are several strands to the Sustainable Community Strategy Vision for 2021, as follows:

- Stockton-on-Tees at the heart of an economically successful Tees Valley
- A cleaner, greener Stockton
- A safe Stockton
- A Borough where every child matters
- A healthy Stockton
- A cohesive society
- People in Stockton grow older with dignity and maintain a high quality and independent lifestyle
- Culture underpins all aspects of life in the Borough

### What you told us.

3.3 The Vision should:

- Include reference to open space and recreation
- Have regard to the Stockton Middlesbrough Initiative

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<sup>3</sup> This can be viewed at <http://www.viewnortheast.com> in the Document Centre folder, and <http://www.northeasteip.co.uk> in the What's New Section.

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- Make quality, character, identity and diversity key elements
- Focus on the enhancement of prestige areas
- Refer to an improved environment for people and wildlife
- Include reference to cultural life
- Refer to the need for a complete range of housing fit for purpose
- Be specific when referring to “associated facilities”
- Have local focus.

### Our Vision

3.4 Therefore, having considered comments, together with the need to provide an aspirational vision for the Borough in 2021 which reflects the Community Strategy, the Council’s Preferred Vision is:

**Situated at the heart of the Tees Valley City Region, and taking advantage of its historic position astride the river, Stockton-on-Tees is a Borough leading the way in economic regeneration. Together with world class, integrated transport systems, and the provision of high quality housing and facilities to meet current and future needs and aspirations, this has created safe, healthy, prosperous, inclusive and sustainable communities. People have access to the very best in housing, education and training, health care, employment opportunities, sport, recreational and cultural facilities, so providing a better quality of life for all. The diversity, quality and character of the natural and built environment, together with the Borough’s unique historic assets, are valued, protected, enhanced and capitalised on for the benefit of everyone.**

This will be achieved by

- Continuation of population growth, supported by a steady supply of good quality housing in a mix of sizes, types and tenures to meet all needs, pockets and aspirations. There are no longer areas of low demand housing in the Borough, and a number of housing regeneration schemes, including those at Mandale, Hardwick and Parkfield, have been successfully completed.
- Regeneration of the urban core, focusing on the Tees corridor, in accordance with the proposals identified in the Stockton Middlesbrough Initiative. Flagship projects such as the implementation of proposals at North Shore and Stockton Riverside are completed, and a start has been made on revitalising the Green Blue Heart, providing 21st century living, employment and leisure facilities.
- Continued economic renaissance. New businesses continue to be attracted to the Borough as a result of the improved environment, availability of a highly skilled, highly trained workforce, the choice of high quality housing, education, training, and service provision. “Knowledge based” industry has grown, as a result of the presence of the health and medicine cluster at Queen’s Campus, Stockton (Durham University). More graduates from the University are joining the Borough’s workforce. Unemployment rates for both men and women now reflect the national average, and the Borough has maintained its lower than average long-term unemployment record. New business start-ups and survival rates have increased.
- Increase retail spending within the Borough. The completion of various Stockton town centre regeneration improvements such as the creation of a

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cultural quarter and the Southern Gateway entrance have increased activity and spend in the town. The redevelopment of Thornaby and regeneration of Billingham town centres provide modernised local facilities in high quality environments

- Progress towards resolving problems associated with the Borough's transport infrastructure. Guided by the Borough's integrated transport strategy, the implementation of a major public transport scheme has included new and improved highway infrastructure, including the reallocation of road space in favour of buses, the introduction of new vehicles and an element of demand restraint. Plans for a Tees Valley Metro system are now well advanced. By offering reliable and efficient alternative modes of transport to the use of the private car, traffic congestion has reduced.
- Improve regional and sub-regional connectivity, through better rail services and the expansion of Durham Tees Valley Airport. Over 2 million passengers used the airport in 2015.
- Sustainable development. Embracing new and advancing technology, investment continues in the development of renewable energy sources, energy efficiency, and sustainable methods of construction. Opportunities for feedstock supply for biofuel has been developed in the rural hinterland, and the Borough's potential for energy generation through tidal and wind power is fully exploited within environmental limitations. The Borough has taken the lead nationally in the development of recycling and waste management systems. The production of bio fuels as an alternative to oil-based fuels increasingly contributes to the economy and reduction in carbon emissions from cars.
- Continued recognition of the importance of the Borough's built and natural heritage. Biodiversity has increased, through the protection and enhancement of green spaces, improved air and water quality, the creation of wildlife corridors and new open space and recreation facilities. The Green Blue Heart links the two centres of Stockton and Middlesbrough, providing a high quality landscape and parkland centrepiece within the urban landscape. In the south, the Tees Heritage Park provides a green link between Yarm and Stockton.

3.5 In partnership with Middlesbrough, other neighbouring authorities and regeneration agencies, Stockton is providing city scale infrastructure, services and facilities for a catchment population of more than 1 million people across the Tees Valley, Co. Durham and North Yorkshire. The vibrant culture, thriving economy, sustainable communities, housing choice and first class health and education facilities have made Stockton and Middlesbrough a truly competitive urban core of the Tees Valley City Region.

## 4 Strategic Objectives

4.1 The strategic objectives of the Core Strategy explain the Vision in more detail, and set out how this can be achieved.

4.2 In the Issues and Options paper, three themes were identified, as follows:

- The development of prosperous and cohesive communities (supporting economic vitality and enterprise)

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- The improvement of quality of life for all
- The creation of better places to live.

### 4.3 What you told us.

#### The themes and objectives should include:

- Coordinated transport strategy
- Access to locally based education facilities
- Exclusion of reference to key industries if this means more chemical companies
- Ensure good connectivity between the Borough and the rest of the Tees Valley
- Reference to the Stockton Middlesbrough Initiative
- A locational strategy
- Greater emphasis on design linked with disability access and environmental impact
- Preservation of the historical heritage of the area
- More focus on the enhancement of prestige areas
- Greater emphasis on sustainable development
- Recreational value of the River Tees, with corresponding health and economic benefits
- Maximise sport and recreational opportunities
- Put emphasis on developing opportunities for participation in artistic and social pursuits.

#### Our Objectives

- 4.4 In seeking to give clarity on the outcomes sought, in achieving its vision and in raising the perception of the Borough as a good place to live and work, the Council's Preferred Objectives are:

**Objective 1: To enable everyone to live in prosperous, cohesive, sustainable communities.**

*Aspiration:* Sustainability is at the heart of the Borough's spatial strategy and has guided the development of our communities, and transport systems. In meeting the needs of a growing population, the ability of future generations to meet their needs has not been compromised.

**Objective 2: To encourage economic development as a means of diversifying the economic base, strengthening economic clusters and promoting a more entrepreneurial culture**

*Aspiration:* A busy, buoyant economy with good quality offices, business parks, industrial areas and effective communication networks which meet modern business needs. Emphasis on working in partnership to encourage existing businesses to grow and prosper, and to attract new enterprises to sustainable locations within the Borough, particularly to sites in the urban core which will contribute to the realisation of the Stockton Middlesbrough Initiative. The changing needs of established core industries, such as the chemical sector, are met and these continue to operate alongside newly introduced technologies associated with, for example, the production of renewable energy.

**Objective 3: To Increase employment, with emphasis on maintaining, enhancing and retaining a highly skilled workforce.**

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*Aspiration:* Excellent education and training provision develop appropriate skills and knowledge. A highly qualified workforce meets the needs of employers and industry. Skills match employment opportunities, and high quality, well-paid jobs within the Borough meet the aspirations of a modern workforce. Improved employment opportunities, and a balanced employment structure, ensure maximum access to employment within the Borough. The University of Durham's Queens Campus continues to expand, providing greater opportunity for higher education and training in the area.

### **Objective 4: To deliver healthy and vibrant town centres.**

*Aspiration:* Stockton retains its role as the main centre of the Borough, providing a high quality environment in which to live, work, with major shops, services, and cultural facilities. Development associated with important "gateways" into the town has improved and enhanced the approaches to the town centre. The market thrives as a key attraction. The town has a vibrant evening economy due to the development of leisure and cultural activities and an increasing resident population. Stockton continues to develop as a university town, exploiting this niche to provide appropriate accommodation and facilities. The district centres of Billingham, Thornaby and Yarm provide supporting roles, with convenient access to everyday shops, services and local community facilities. These, together with local centres, provide a range of shopping opportunities to meet all needs.

### **Objective 5: To improve access to health care, and opportunities to engage in education and training, together with sport, leisure, recreation and cultural pursuits, particularly in relation to the River Tees and the Green Blue heart.**

*Aspiration:* Provision of key services keeps pace as the Borough's population grows, with accessible schools and healthcare. The River Tees and related areas provide nationally important opportunities for sport and recreation, with corresponding health and economic benefits. Opportunities to participate in local artistic and social pursuits have increased, through venues such as the Arc and Billingham Forum, improved events facilities at the Tees Barrage and annual celebrations such as the Stockton International Riverside Festival and Billingham International Folklore Festival. Venues such as the revitalised Preston Park with its museum, and the planetarium/observatory at Wynyard Woodland Park cater for residents and visitors alike. The River Tees continues to develop as a world class international venue for water sports. Development of the Green Blue Heart has created a parkland centrepiece with new river-facing leisure facilities and performance spaces, while the River Tees Heritage Park provides a high quality setting for recreation in the rural section of the river corridor.

### **Objective 6: To promote equality, diversity and strengthen community cohesion.**

*Aspiration:* Stockton-on-Tees is a Borough where everyone has equal access to job opportunities, education, health care and other services. Diversity is acknowledged as a key strength. Mixed communities thrive and cooperate together to their mutual benefit. Participation of all community groups in the economic, social, sporting, academic and political life of the Borough is actively encouraged. Everyone has the opportunity to have his/her say, know that their views are being taken into account, and to share in the general prosperity and improved quality of life. All communities are valued for their contribution to the local economy, and to the well being of the Borough as a whole.

### **Objective 7: To protect and enhance the Borough's natural environment and to promote the creation, extension and better management of green**

## CORE STRATEGY PREFERRED OPTIONS

### **infrastructure and biodiversity, taking advantage of the Borough's special qualities and location at the mouth of the River Tees.**

*Aspiration:* The River Tees corridor is recognised as a key feature. The significance of the international importance of Teesmouth as a Special Protection Area and Ramsar site continues to be recognised. The creation of a Green Blue Heart and the River Tees Heritage Park has provided more open space accessible to the public, improved water-based facilities and enhanced the area's landscape and biodiversity. A high quality network of urban parks and green spaces has contributed to a better quality of life for all, while the surrounding rural areas continue to be a valued asset, with the Tees Forest increasing the percentage of woodland cover. The strategic gaps and green wedges that prevent the coalescence of built-up areas are important components, forming part of wildlife corridors and making a valuable contribution to biodiversity. Taking advantage of opportunities for conservation and enhancement of the natural environment and the biodiversity of the Borough, in addition to creating new habitat, is fundamental to the area's well-being.

### **Objective 8: To protect and enhance the built environment and the area's archaeological, industrial and cultural heritage.**

*Aspiration:* Pride is taken in the area's industrial heritage, for example the recognition of the role played in the development of the passenger carrying railway and the friction match. The character and appearance of the landscape and townscape is maintained and enhanced, strengthening local distinctiveness and sense of place. Situated on the border, the combination of the North Yorkshire "market place" and the County Durham "linear high street" has given rise to the characteristic long, wide high streets of Stockton and Yarm. Local environmental quality is protected and improved through high quality and sustainable design of buildings, and their interaction with spaces and the public realm, sensitive to the locality. Links to the riverside have been restored and strengthened, townscapes improved and cultural quarters developed. Conservation and enhancement of quality built and natural environments, and improvements to degraded areas provide pleasant surroundings for all. The importance of archaeology is recognised, as a historic and cultural resource, with evidence of occupation of the area since the Bronze Age.

### **Objective 9: To ensure better use of resources, and to maximise the re-use of previously developed land.**

*Aspiration:* More renewable energy is produced and used, as the technology is integral to all development. Biofuel, solar, wind and tidal resources are common sources of energy production. Sustainable approaches to construction are commonplace. Waste is dealt with in a sustainable, environmentally friendly way. Stockton leads the way in the production of energy from waste, contributing to the national grid. Suitable previously developed land has priority for development. Within the Green Blue Heart, transformation of the area has been underpinned by "cutting-edge" eco-friendly, energy efficient development.

### **Objective 10: To provide a safe, healthy and attractive environment.**

*Aspiration:* Stockton Borough is a safe place to be. In the design of new developments, the provision of facilities and the enhancement of the existing environment, the safety of residents and visitors continues to be an integral consideration. Communities take pride in the local environment, and share responsibility for maintaining and improving their surroundings. Reduction in pollution has improved air and water quality in the Borough. Development is steered towards areas which are at low risk of flooding, or to sites where acceptable mitigation measures can be put in place without making other areas more liable to flooding. Sustainable drainage systems are integral to

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development, reducing the risk of flooding and ground water pollution and helping to provide an attractive, diverse environment.

### **Objective 11: To provide homes to suit all needs and incomes.**

*Aspiration:* A steady rate of house building is maintained, focused in the core urban area, to ensure that homes are available in a range of sizes, types and tenures, providing a balance and mix to meet the different requirements of the increasing population of the Borough. Development makes the best use of land by using applicable densities but respects local character and amenity. Where needed, a proportion of new homes for sale or rent are priced to suit those on lower incomes. Housing market failure has been addressed, through housing regeneration projects such as Hardwick, Mandale and Parkfield, and the condition of public and private sector housing improved. Provision of housing is an integral part of wider mixed use regeneration schemes, with the offer of riverside living as part of the residential choice.

### **Objective 12: To ensure good accessibility for all to jobs, facilities, goods and services within the Borough, and to improve links to other areas of the Tees Valley and beyond.**

*Aspiration:* A pattern of development and movement is created that helps reduce the need to travel by private car. Modern communication networks provide an integrated public transport system linking road, rail and air travel. Congestion on the A19 and A66 has been reduced by the development of a “fit for purpose” secondary road network, including new links across the Tees. A reliable and effective public transport system enables people to get to jobs, services and other places whilst a comprehensive cycle and footpath network allows safe and convenient access to local schools, shops and other facilities. It is no longer necessary to use the car.

4.5 The preferred themes and objectives, together with their links to the emerging Regional Spatial Strategy and the Borough’s Community Strategy are shown in Table 1.



## CORE STRATEGY PREFERRED OPTIONS

**Table 1 Core Strategy Objectives – The Links.**

<b>Draft Regional Spatial Strategy Themes</b>	<b>Community Strategy Ambitions</b>	<b>Preferred Core Strategy Themes</b>	<b>Preferred Core Strategy Objectives</b>
Economic Prosperity  Improved Connectivity	Economic Regeneration and Transport	Prosperous communities  Accessibility	<ol style="list-style-type: none"> <li>1. To enable everyone to live in prosperous, cohesive, sustainable communities</li> <li>2. To encourage economic development as a means of diversifying the economic base, strengthening economic clusters and promoting a more entrepreneurial culture</li> <li>3. To increase employment, with emphasis on maintaining, enhancing and retaining a highly skilled workforce</li> <li>4. To deliver healthy and vibrant town centres</li> <li>5. To ensure good accessibility for all, to jobs, facilities, goods and services within the Borough and to improve links to other areas of the Tees Valley and beyond</li> </ol>
Sustainable Communities	Children and Young People  Healthier Communities and Adults  Community Cohesion  Older People  Arts and Culture	A good quality of life for all	<ol style="list-style-type: none"> <li>6. To improve access to health care, and opportunities to engage in education and training, together with sport, leisure, recreation and cultural pursuits, particularly in relation to the River Tees and the Green Blue Heart.</li> <li>7. To promote equality, diversity and strengthen community cohesion</li> </ol>
Enhanced Environment	Environment, Housing and Neighbourhoods  Safer Communities	Better places to live	<ol style="list-style-type: none"> <li>8. To protect, promote and enhance the Borough's natural environment and to promote the creation, extension and better management of green infrastructure and biodiversity, taking advantage of the Borough's special qualities and location at the mouth of the River Tees</li> <li>9. To protect and enhance the built environment and the area's archaeological, industrial and cultural heritage</li> <li>10. To ensure better use of resources and to maximise the re-use of previously developed land</li> <li>11. To provide a safe and attractive environment</li> <li>12. To provide homes to suit all needs and incomes</li> </ol>

## **CORE STRATEGY PREFERRED OPTIONS**

### **5. Spatial Strategy – the Preferred Options**

5.1 Making the community aware of the alternative policy options which have been considered to achieve the Council's vision is an important element in preparing the Local Development Framework. All option must be tested against the sustainability objectives of the Sustainability Appraisal. By doing this, it is possible to develop a strategy which will deliver Stockton Borough's future growth in a sustainable way.

5.2 A series of options were put forward for consultation. In addition to being tested against the sustainability objectives, regard has been had to national and regional planning policy, as contained in Planning Policy Statements and the emerging Regional Spatial Strategy. More local initiatives, such as the Stockton Middlesbrough Initiative, have a direct bearing on the development of the locational strategy. Broadly speaking, four main options were considered.

#### **5.3 The Options:**

1. Development focused on the core urban area, with emphasis on support for the Stockton Middlesbrough Initiative, supported by the main town and district centres.
2. Development focused on the main town and district centres.
3. Development evenly distributed throughout the Borough i.e. a dispersed strategy for growth.
4. A market-led approach to development and growth.

Variations of these main themes were also considered.

5.4 In considering options, the spread of existing commitments had to be taken into account. The Borough has high levels of outstanding planning permissions for housing, which makes it difficult to influence the pattern of development in the short term. Over the past 30 years, the development of Ingleby Barwick has played a major role in meeting housing targets. Some development remains to be completed here, but its dominance will eventually decline.

#### **5.5 Assessment of the Options.**

1. The majority of development increasingly focused on the core urban area, with emphasis on the Stockton Middlesbrough Initiative, supported by the main town and district centres.

This option would see development focused in the core urban area, along the river corridor, from the A66 to the Middlesbrough boundary, utilising the Borough's wealth of previously developed land and strengthening links with Middlesbrough. Regeneration of the riverside will create the opportunity for the development of sustainable communities where people want to live and work. This includes opportunities to bring back focus to the river, capitalising on this valuable, central

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asset. By doing so, the potential to improve the riverside environment, to provide leisure and recreation facilities, to provide better access and create cross-river linkages can also be exploited. Existing town and district centres of Stockton, Billingham, Thornaby and Yarm will not be neglected and development within development limits, appropriate to the role and scale of these settlements will continue.

The table below illustrates how the pattern of housing development could change over the three phases of the LDF time period, if Option 1 is chosen as the way forward.

Table 1 Distribution of Housing Development under Option 1

<b>Area</b>	<b>Phase</b>	<b>2004 - 2011</b>	<b>2011 - 2016</b>	<b>2016 - 2021</b>
Core Urban Area		50% by 2011	50%	55 - 60%
Greater Urban Area		30%	30%	30 – 35%
Elsewhere (including Ingleby Barwick)		20%	20%	<10%

The advantages of this approach are:

- Support for the Stockton Middlesbrough Initiative, a concept central to the delivery of a vibrant City Region at the heart of the Tees Valley, central to the Sustainable Community Strategy and to addressing cross-boundary issues
- Focus on reusing the concentration of previously developed land
- Promotion of a sustainable pattern of growth and development with improved access to services, facilities and public transport appropriate to twenty first century living
- Minimises the release of greenfield land
- Recognises the roles of Stockton, Billingham, Thornaby and Yarm
- Protects rural and suburban areas from development pressure, whilst maintaining the scope for limited sustainable growth in these areas to support vitality and viability.

Sufficient capacity exists to meet the development needs of the Borough to 2021. Exceptions to this concentration strategy will be in terms of the development of employment land for the chemical industry (Seal Sands), for prestige employment uses at Wynyard (where there is an extant planning permission) and for airport-related growth associated with Durham Tees Valley Airport.

This option would most closely conform with the Locational Strategy of the emerging Regional Spatial Strategy for the North East, and the Regional Economic Strategy, in that it

- Concentrates the majority of new development in the conurbation, particularly within the core area (Policy 5 Locational Strategy)

## CORE STRATEGY PREFERRED OPTIONS

- Gives priority to the regeneration of both banks of the Tees between Stockton and Middlesbrough (Policy 7 Tees Valley City Region )
- Reduces the need to travel by focusing development in urban areas that have good access to public transport, cycling and pedestrians, and provides the opportunity to minimise the impact of the movement of people and goods on the environment and climate change (Policy 11 Connectivity and Accessibility)

This option focuses development within to river corridor. A Strategic Flood Risk Assessment has been undertaken and this will guide objective assessments relating to land allocations. It will inform the Sustainability Appraisal and subsequently the selection of sites to be allocated. There is sufficient scope within the core urban area to meet future requirements without compromising flood risk considerations.

2. The majority of development focused on the main town and district centres.

Table 2 Distribution of Housing Development under Option 2

<b>Area</b>	<b>Phase</b>	<b>2004 - 2011</b>	<b>2011 - 2016</b>	<b>2016 - 2021</b>
Core Urban Area		40%	40%	40%
Greater Urban Area		40%	40%	50%
Elsewhere (including Ingleby Barwick)		20%	20%	< 10%

This option would result in the development needed to meet the Borough's growth being dispersed amongst the four main settlements of Stockton, Billingham, Thornaby and Yarm. Priority would be given brownfield sites which support regeneration. Development will provide an opportunity to regenerate these communities, to address deprivation issues, to carry out environmental improvements and enable new infrastructure to be incorporated for the benefit of the local community.

However, this approach would not conform as closely to the City Region concept and would fail to prioritise sites within the river corridor where opportunity exists to capitalise on large areas of previously developed land to improve the economy of the Borough.

The advantages of this option are:

- Focus growth in areas which already have a good range of services and facilities
- Could provide a wider choice of sites
- Minimises the release of Greenfield land
- Protects rural areas, whilst allowing scope for limited sustainable growth to support vitality and viability.

## CORE STRATEGY PREFERRED OPTIONS

3. Development evenly distributed throughout the Borough i.e. a dispersed strategy for growth.

Table 3 Distribution of Housing Development under Option 3

<b>Area</b>	<b>Phase</b>	<b>2004 - 2011</b>	<b>2011 - 2016</b>	<b>2016 - 2021</b>
Core Urban Area		40%	40%	40%
Greater Urban Area		50%	40%	40%
Elsewhere (including Ingleby Barwick)		10%	20%	20%

This option would result in development being dispersed throughout the Borough, on a range of brownfield and greenfield sites, to meet the area's needs. This could result in an unsustainable pattern of growth as there would not necessarily be a positive relationship between development and key services and facilities, or public transport routes. Spreading development throughout the Borough may not provide sufficient concentration of development to make viable the provision of new facilities, and may not be sufficient to attract the necessary investment to assist with regeneration.

It is likely that this option will provide a wider choice of development sites, particularly for housing, but this may reduce the opportunity to promote mixed communities which can provide a balance and choice of housing to suit everyone's requirements.

4. A market-led approach to development and growth.

Under this option, the location and type of development would be determined by market forces. This is an "unplanned" approach which would not give certainty or guidance to investors, developers of the general public. It is likely to place further demands on areas which are already under pressure for development. Sites would be "cherry-picked" for ease of development and maximising profit, and more challenging sites neglected. It would be difficult to adopt a coordinated approach to the provision of associated infrastructure. Pressure is likely to focus on the fringes of the built up area, on greenfield sites which would form "urban extensions".

### What you told us

5.6 In developing policies for the Core Strategy, the main views were that:

- Development and growth should be concentrated in the core urban areas, particularly lending support to the Stockton Middlesbrough Initiative
- Ingleby Barwick needs recognition as a growing settlement
- Housing provision should aim to at least meet the provision of the Regional Spatial Strategy
- It is important to provide a range of house types, to achieve sustainable communities and support economic development
- A range of opportunities need to be provided for employment generation

## **CORE STRATEGY PREFERRED OPTIONS**

- Both Durham Tees Valley Airport and Stockton Campus Durham University have important roles to play in diversifying the economic base
- New retail development should be steered towards existing town, district, local and neighbourhood centres
- Good public transport links should be a key factor in determining the location of future growth
- Provision of an integrated public transport system is important to support the regeneration of the area
- The protection of the built and natural environment should be a priority
- New development should contribute towards meeting the costs of providing additional infrastructure, services and facilities that become necessary as a result of that development
- Principles of sustainability should be integral to all development.

### **Testing against the Sustainability Appraisal.**

5.7 The Core Strategy Issues and Options, and the Preferred Options were considered against the objectives of the Sustainability Appraisal. An element of independent assessment was introduced by inviting members of the LDF Member Steering Group and the three main environmental organisations, Natural England, Environment Agency and English Heritage, to contribute to this process. A matrix was used to assess the options.

Using the matrix, Option 1 was found to be the most sustainable of those under consideration. Although this involves emphasis on the River Tees corridor, and particular attention will need to be paid to flooding and flood risk issues, the presence of the Tees is valued as a key asset, and is central element of the SMI and the Council's regeneration strategy.

A copy of the Sustainability Appraisal accompanies this document.

## **6. KEY STRATEGIC POLICIES**

6.1 The Council's preferred Option is based largely upon Option 1 but includes elements of Options 2 and 3. The majority of housing development will be focused in the Core Urban Area, on previously developed land. However, as required, this can be complemented by other brownfield sites in the Wider Urban Core Area. Although more emphasis is given to employment generation in the Core Urban Area, the Wider Urban Core Area will play a greater role here, in supporting existing employment sites, together with significant employment clusters and prestige employment sites, which fall outside the urban area. The Core Strategy Diagram illustrates the spatial distribution of development.

### **CORE STRATEGY POLICY 1 (CS1)**

#### **SPATIAL STRATEGY**

**The Council's Preferred Option is to support the regeneration of the urban core by:**

## CORE STRATEGY PREFERRED OPTIONS

- **Ensure that the majority of housing growth and development takes place within the Core Urban Area of the Borough. Priority will be given to previously developed land, with particular emphasis on projects which will help to deliver the Stockton Middlesbrough Initiative and support Stockton town centre**
- **Ensure that the remaining growth and development will take place in locations which support Billingham, Thornaby and Yarm as district centres, or support regionally significant employment clusters**
- **Elsewhere, development within settlement limits will be small-scale, low key growth demonstrably necessary to maintain the vitality and viability of sustainable settlements and neighbourhoods.**
- **To continue to implement neighbourhood regeneration projects where necessary**
- **At Ingleby Barwick, emphasis will be on the provision of services and facilities which will make a vital contribution to, and enhance the sustainability of the community**
- **Employment provision will give emphasis to mixed use sites within the Core Urban Area, and also continue to focus on existing industrial estates, prestige employment sites and supporting major new heavy industrial, chemicals and port related development at Billingham, Seal Sands and Tees Mouth.**

### Justification

This preferred option

- Reflects the approach set out in Regional Spatial Strategy for the North East and the Regional Economic Strategy and Northern Way
- Supports the Tees Valley City Region Business Case;
- Supports the concept of the Stockton Middlesbrough Initiative; and
- Will assist in implementing key aims of the Sustainable Community Strategy.

It will also achieve many of the government's sustainability objectives, in that it will

- Promote urban regeneration
- Improve access to jobs, health care, education, shops, leisure and community facilities, open space, sport and recreation
- Focus development in existing centres
- Promote the re-use of previously developed land at the heart of the Borough.

Stockton Borough has an abundance of unused or under-utilised previously developed land, focused mainly within the river corridor, a legacy of industrial decline in the second half of the twentieth century. By focusing development here and also in a way that supports the roles of Stockton, Billingham, Thornaby and Yarm, the Council will be making best use of resources, thus minimising the need to make further allocations of greenfield land.

## **CORE STRATEGY PREFERRED OPTIONS**

The development of North Shore and its environs is a key project within the Council's Regeneration Strategy, and a priority of the Council and a number of partner organisations. A principal element of the Stockton Middlesbrough Initiative is the creation of the Green Blue Heart. This will involve developing the potential of the River Tees and its hinterland between the two centres of Middlesbrough and Stockton, to provide opportunities for major environmental, leisure and sports assets, as well as providing a new and attractive setting for development. Stockton Town Centre is recognised in RSS as having an important role in servicing its hinterland, and as such will serve as the main focus for the development of town centre and other high trip generating uses.

The spatial emphasis of employment generating development reflects the approach of RSS, and the Council's Regeneration Strategy.

Concentrating and mixing development will improve accessibility to jobs and services. An environment will be provided which is conducive to improving public transport services and reducing the need for the use of the private car. Investment will be focused to bring maximum benefit to the Borough. The role of Ingleby Barwick, and the need to provide facilities and services to enhance the sustainability of the growing settlement is recognised.

Details of the distribution of housing numbers and employment land are given in Core Strategy Policies 4 and 7, Economic Regeneration and Housing respectively.

## **CORE STRATEGY POLICY 2 (CS2)**

### **TRANSPORT**

**The Council's Preferred Option is to manage travel demand and widen transport choice by:**

- **Safeguarding land required for any transport network/interchange improvements in the following locations:**

**The proposed route for the Tees Valley Metro  
Stockton, Billingham and Thornaby town centres (including adjacent regeneration sites such as North Shore  
The "Super Core" and "Core" Route Corridors proposed within the Tees Valley Major Bus Schemes  
The East Billingham Transport Corridor  
The proposed Tees Tunnel and its approaches  
Durham Tees Valley Airport  
A19 Interchange  
The existing railway stations at Allens West, Billingham, Eaglescliffe, Thornaby, Stockton, and Yarm  
The proposed railway stations at Old Billingham and Roseworth  
The existing site of the University Hospital of North Tees  
Sustainable transport infrastructure, including the proposed pedestrian and cycle routes linking Ingleby Barwick with Thornaby, Preston Park, Eaglescliffe and Yarm**

- **Safeguarding land which may be required for transport network improvements identified as a result of the following:  
Stockton Middlesbrough Initiative**



## CORE STRATEGY PREFERRED OPTIONS

### **A19/A66/A174 Development Study**

### **Ingleby Barwick Traffic Study**

**Proposals for a combined “super hospital” serving the North Tees and Hartlepool area, should this proposal be located within the Borough**

- **Protection of essential infrastructure that will facilitate sustainable freight movements, particularly by rail and water**
- **Ensuring that all new development is adequately serviced by an attractive choice of transport modes, including the introduction where necessary of infrastructure enhancements to facilitate access by more sustainable alternatives to the private car.**
- **Ensuring that the developers of all significant development proposals contribute, where necessary, to road network improvements needed to accommodate the scheme**
- **Ensuring that all significant development proposals are supported by travel plans, incorporating specific, time-based mode share targets and setting out how additional traffic movements will be managed to ensure the increasing use of more sustainable forms of transport**
- **Ensuring that all major development proposals are underpinned by a network of footpaths and cycle routes in order to facilitate access by means other than by the private car.**
- **Working in partnership with the Highways Agency, Network Rail, other public transport providers, and neighbouring Local Authorities to improve accessibility within and beyond the Borough, in order to develop a sustainable transport network and to widen choice of modes of travel**
- **Support the development of a demand management strategy for the Tees Valley sub-region, including the harmonisation of on and off-street car parking charges and consideration of the need for road user charging.**

**Development proposals will be required to contribute to the implementation of the provisions set out in the Stockton-on-Tees Local Transport Plan 2006 – 2011 and its subsequent reviews where these are related to a development proposal. Higher density development, and/or proposals which would generate large traffic movements or which are of sub-regional importance, will be directed to those areas already well served by a range of transport modes.**

### **Justification**

The successful regeneration of the Borough is inextricably linked with the provision of a “fit for purpose” transport infrastructure to support growth in population and economic activity. Investment in the existing transport network will be necessary to facilitate regeneration. The regeneration of the Borough must deliver enhancements in accessibility whilst offsetting the impacts of congestion and minimising any adverse impacts on road safety and air quality.

## CORE STRATEGY PREFERRED OPTIONS

New centres of population need to be linked to the full range of services required, including jobs, retail, health education and leisure facilities. The Council, its partner organisations and the local bus operators are working together to develop a major public transport scheme, including new and improved highway infrastructure. Additionally, the potential for a “Tees Valley Metro system” based on an extensive upgrade of the existing heavy rail network within the sub-region, is being examined. Improvements to the secondary road network will also be required, in order to increase capacity and control congestion on the A19/A66 trunk road network.

The strategic context for the development of transportation policies and proposals in the LDF is provided by a number of strategies and initiatives, principally

- Northern Way/Tees Valley City Region Development plan
- Regional Transport Strategy
- Regional Spatial Strategy
- Regional Economic Strategy
- Stockton Middlesbrough Initiative
- Stockton Local Transport Plan.

The Sustainable Community Strategy highlights the following themes:

- Maximising the linkages between Stockton and the rest of the UK and beyond
- Putting in place improvements to public transport, to encourage reduced reliance on the private car
- Improving access to services, such as health facilities and town centre shopping
- Increasing the use of public transport and reducing road congestion
- Reducing the harmful effects of road travel.

The core aims of the long-term transport strategy are set out in the Stockton-on-Tees Borough Local Transport Plan 2006 – 2011. In realising these aims, the Council’s policy seeks to

- Reduce the need to travel and improve accessibility to jobs, services and facilities as part of all future growth and development;
- Ensure that sustainable transport provision is woven into the fabric of all development;
- Manage the impact of transport on the quality of life of the local community, including air quality, noise issues, accessibility, road safety and congestion
- Provide a sustainable, integrated transport infrastructure capable of meeting the demands of a growing economy and population, both within the Borough and to other parts of the region and country.

Realisation of the Stockton Middlesbrough Initiative will require major investment in improved transport infrastructure and associated demand management measures (the details of which have yet to be defined). Vital to the transformation of the core urban area is the creation of an integrated twenty-first century transport system and major new public transport hubs to improve connections throughout the Tees Valley. Through the implementation of these infrastructure projects, together with demand management, the aim is to create an efficient and sustainable local transport network that will ease the growing pressure on existing strategic routes such as the A19 and the A66.

## **CORE STRATEGY PREFERRED OPTIONS**

### **CORE STRATEGY POLICY 3 (CS3)**

#### **SUSTAINABLE LIVING**

The Council's Preferred Option is to address the impacts of climate change by putting sustainability at the heart of the spatial planning process through:

- **Delivering mixed communities in sustainable locations**
- **Providing improved access to opportunities for education and training, leisure and community services**
- **Ensuring that development is located so as to support sustainable transport**
- **Balancing development of the heavy industrial base and economic diversification with the protection and enhancement of biodiversity and landscape**
- **Ensuring that development is energy efficient and incorporates sustainable construction techniques**
- **Making a positive contribution to waste reduction and reuse, recycling facilities and renewable energy generation**
- **Delivering a high quality network of multi-functional green space and countryside, providing a setting for sustainable living.**

Therefore, development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form. Development should

- **Be consistent with Core Strategy Policy Spatial Strategy (CS1)**
- **Minimise the need to travel and reduce car dependency, by locating development in areas which are (or capable of being) accessible by public transport, cycle or foot, by ensuring an appropriate level of public transport and providing direct pedestrian and cycling routes to services and facilities**
- **Make efficient and effective use of land by giving priority to the use of previously developed sites and achieve adaptable, compact forms of development through the use of densities compatible with the location in terms of services, accessibility and the character of the local area. In the case of residential densities, proposals should be in accordance with Core Strategy Policy 7 Housing (CS7)**
- **Use sustainable methods of construction (DMP3))**
- **Minimise the use of energy and resources, both during construction and once implemented, through energy efficient design and materials, siting and orientation of buildings**
- **Maximise the use of renewable energy sources (DMP2))**
- **Incorporate water conservation measures (DMP4)**
- **Use sustainable drainage systems (SuDS) (DMP)**
- **Minimise flood risk (DMP4)**
- **Contribute to the creation of mixed and socially inclusive communities and provide for health, education, recreation, community services and facilities and social needs of all sectors of the community (DMP1))**

## CORE STRATEGY PREFERRED OPTIONS

- **Protect and enhance biodiversity of both wildlife and the natural landscape**
- **Help to conserve and enhance valued landscapes in urban and rural areas**
- **Protect and enhance cultural heritage, including listed buildings, locally important buildings, as specified on the Locally Important Buildings List, conservation areas, historic landscapes, ancient monuments and archaeological interest.**

**For major developments, applicants must submit a sustainability statement to demonstrate that principles of sustainable development have been applied. It will be necessary for any developer or applicant proposing to compromise sustainability to demonstrate to the satisfaction of the local planning authority the impracticability of the use of sustainable methods of construction, systems, materials and energy sources and provision of sustainable infrastructure.**

### Justification

“Sustainable Development “ is the concept at the heart of the planning process today. In 2005, the UK Government published “Securing the Future” which contained five sustainable principles. These are living within environmental limits, ensuring a strong, healthy and just society, achieving a sustainable economy, promoting good governance and using sound science responsibly. In planning terms, the Core Strategy is the Council’s opportunity to progress towards the international and national objectives by designing policies that do not merely encourage environmental protection and enhancement, economic progress and social equity, but ensure that this happens.

Climate change is the most important issues worldwide in relation to the natural environment. However, changes need to take place locally before global change can take effect. Whilst the impact of climate change is mostly perceived as an environmental issue, there are equally challenging impacts on both social and economic issues. These have been highlighted in the Stern Review<sup>4</sup> which warned that failing to act now would result in damaging economic growth. The emerging Regional Spatial Strategy for the North East outlines how climate change is now accepted as the key sustainability issue, and how preventative action is needed to reduce the amount of green house gas emissions and also adaptations are required to the design of buildings to counteract the increased risk of adverse weather.

Stockton Borough Council signed the Nottingham Declaration on Climate Change in November 2002 and in March 2007 adopted a Climate Change Action Plan, which contains a target to reduce CO<sup>2</sup> emissions by some 8.75% by 2012, a target supported by the Tees Valley Climate Change Partnership. Although the policy above relates specifically to actions designed to reduce climate change, to achieve the target the LDF needs to adopt a holistic approach to reducing climate change.

Therefore, new development will be expected to demonstrate that it will not add any net carbon dioxide emissions over the lifetime of the operation, through applying a range of technologies. All proposals will be assessed against the sustainability objectives and indicators set out in the accompanying Sustainability Appraisal Report. The burden falls on the developer to prove compliance with Policy CS2

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<sup>4</sup> STERN REVIEW: The economics of Climate change, published 31 October 2006.

**CORE STRATEGY PREFERRED OPTIONS**

The principles of sustainable development are fundamental to international obligations and national, regional and strategic planning policy. This key policy draws together sustainability issues to ensure that the fundamental principles of sustainable development underpin all development proposals.

All planning applications for major development are required to submit a Sustainability Statement. To demonstrate that they have addressed sustainability issues. Major development is defined as

- Residential development for the erection of 10 or more dwellings, or if this is not know, where the site area is 0.5 ha or more
- Other development where the floor area to be created is 1000 sq. m. or more, or the sites area is 1 ha. or more.

This Sustainability Statement could be submitted as part of the Design and Access Statement required to be submitted with a planning application. A sustainability check list tool, such as Check List South East, developed by the South East England Development Agency can provide guidance on what should be included in this.

**CORE STRATEGY POLICY 4 (CS4)**

**ECONOMIC REGENERATION**

The Council’s Preferred Option is to:

- **Provide sufficient land within the Employment Land Portfolio, to meet the requirement set out in the Regional Spatial Strategy for the North East, as set out below**

	<b>General Employment Land</b>	<b>Brownfield Mixed Use Land</b>	<b>Prestige Employment Sites</b>	<b>Total</b>
<b>Total</b>	235 ha	20 ha	70 ha	325 ha

- **Protect existing employment sites in sustainable locations where they remain suitable for employment uses, unless the loss of floorspace would be outweighed by significant regeneration, or social or environmental benefits for the wider area**
- **Locate offices (B1a uses) within defined town and district centres, then on sequentially preferable sites**
- **Support the expansion of specialised industries in the following general locations**
  - **Chemical/bio fuel installations and other potentially polluting or hazardous industry at Seal Sands or on suitable former ICI land at Billingham**
  - **Airport related uses at Durham Tees Valley Airport**
  - **Large-scale engineering and ancillary industry in the Haverton Hill/Port Clarence area**
  - **Port-related uses at Port Clarence, Haverton Hill and Seal Sands to support the expansion of Tees Port at Redcar**

## CORE STRATEGY PREFERRED OPTIONS

- **Waste management technology and energy from waste installations at Billingham and Seal Sands**
  - **Knowledge-based employment uses (including the development of a health care cluster) associated with Durham University's Queens Campus and expansion at North Shore**
  - **Storage and distribution (B8) where freight transport by rail and water can be utilised, and then on sequentially preferable sites**
- 
- **Support, in principle, development proposals that will enhance the Borough's manufacturing base of renewable technologies;.**
  - **Support development that promotes the River Tees as a tourist and water sports destination**
  - **Protect and enhance the role of the River Tees corridor as an economic driver**
  - **Recognise the importance of a quality environment in attracting inward investment and promoting sustainable tourism in urban and rural areas**
  - **Improve and enhance the environment in key areas where this contributes towards the tourism offer, in particular the Haverton Hill/Seal Sands corridor to encourage tourism based on the special wildlife interest whilst retaining the relationship with the area's industrial heritage, Preston Park and the River Tees Heritage Park**
  - **Encourage local agencies and businesses to work together in partnership with the Council to develop programmes to raise levels of economic activity and growth, through new business start-ups, improving the skills of the workforce through training opportunities, by linking skills development to major new industrial developments and encouraging appropriate sector specific learning centres.**

### Justification

This Preferred Option

- Reflects the approach set out in Regional Spatial Strategy for the North East;
- Fits with One Northeast's Regional Economic Strategy
- Will assist in implementing key aims of the Community Strategy
- Links to the Neighbourhood Renewal Programme
- Will provide a range of employment opportunities across the Borough, both supporting existing industrial clusters and encouraging the establishment of new industry.

PPG4 Industrial, Commercial Development and Small Firms emphasises the need to reduce travel and encourages development in areas that can be served by more energy efficient modes of transport - such as rail or water (including coastal shipping).

Stockton's economic regeneration strategy focuses on supporting business and the development of enterprise to diversify the local economy, and aims to make the most of our existing communities, to make the best use of the work force and to make the most of the environment through re-use of previously-developed land, revitalisation of town centres and improving the image of Stockton via improved gateways and surroundings. Economically, Teesport plays an important role within the local and regional economy, and the River is an important resource for local industry.

## **CORE STRATEGY PREFERRED OPTIONS**

PPS 22 'Renewable Energy' requires local development documents to contain policies that are "designed to promote and encourage, rather than restrict, the development of renewable energies". The Borough already has an established energy from waste plant, and the Council is keen to support proposals from a range of renewable energy technologies. Besides the actual generation of renewable energy, there may be opportunities to explore the development of a manufacturing base for renewable technologies themselves. It will be the role of the Regeneration Development Plan Document to identify sites for industrial/employment generating uses and to provide more detailed guidance on the implementation of this policy.

### **CORE STRATEGY POLICY 5 (CS5)**

#### **RETAIL AND OTHER TOWN CENTRE USES**

**The Council's Preferred Option is to;**

- **Continue the Policy direction set out in Alteration Number One which aims to promote the growth and development of a healthy, viable, attractive and sustainable network of existing centres with a wide range of goods and services to meet the needs of the whole community and are accessible to all**
- **Focus the development and distribution of retail and all other town centre uses appropriate to the scale, nature and function and catchment area of the centres, by applying a sequential approach to site selection, starting with**
  1. **Stockton Town Centre, then;**
  2. **District Centres of Billingham, Thornaby and Yarm, and edge-of-Stockton Town Centre, then;**
  3. **Defined Local and Neighbourhood Centres, and only then;**
  4. **Out of these defined centres where;**
    - **there are no sequentially-preferable sites available;**
    - **there is a proven need for the development in the catchment area it seeks to serve;**
    - **there will be no detrimental effect on the vitality and viability of the centres defined above, or on other committed developments or proposed strategies, and;**
    - **there are opportunities to make linked trips using methods other than the private car.**

**Support the use of upper floors above shops, particularly for residential purposes**

- **Continue to recognise the existing roles played by Teesside Park and Portrack Lane as an out-of-centre sites but to restrict further development in these locations unless the criteria set out above are met.**

#### **Justification**

The Policy reflects the requirements of Planning Policy Statement 6 "Planning for Town Centres" (PPS6), and the Council's own Local plan Alteration Number One in setting the

## **CORE STRATEGY PREFERRED OPTIONS**

requirements for all retail and other town centre uses. Alteration Number One was adopted in March 2006, taking in to account the most up to date advice contained in PPS6 and therefore it is a very current and relevant series of Policies. Alteration Number One has been “Saved” until March 2009, and therefore remains the main decision-making tool for retail and town centre planning applications until then. Given this, it appears logical to maintain the policies in that document through the Core Strategy.

In support of this direction, the Preferred Options consultation found 100% of respondents supported the existing approach to retail development as set out in Alteration Number One.

Core Strategy Policy CS5 sets out broad criteria to ensure that any development is of an appropriate scale, nature and function for its location to ensure the sustainable growth of the Stockton Urban Core, with a convenient and attractive network of supporting centres across the Borough. The Policy identifies the Borough-wide hierarchy to give a spatial representation of PPS6 sequential search requirement.

## **CORE STRATEGY POLICY 6 (CS6)**

### **COMMUNITY FACILITIES**

**In order to support and enhance the sustainability of communities, the Council’s Preferred Option is to**

- **Provide facilities to meet the needs of the Borough’s communities**
- **Encourage the development of educational, cultural, sport, recreation and leisure uses within the river corridor and within the Green Blue Heart, to support the Stockton Middlesbrough Initiative.**
- **Promote a balanced and socially inclusive cultural sector and 24 hour economy, particularly in Stockton town in the vicinity of Green Dragon Yard, along the River Tees, including the Tees Barrage and in other district centres, through the promotion of uses which contribute to a vibrant centre but do not give rise to problems of community safety, litter and disturbance**
- **Support the retention and enhancement of existing community facilities, both those that have a regional/sub-regional significance such as Preston Park and Billingham Forum, and those with more local significance ( the Arc Theatre in Stockton) and encourage multi-purpose facilities that can provide a range of services and facilities to the community at one accessible location**
- **Maintain and create a vibrant public realm, with quality, well designed streetscapes**
- **Promote the development of a network of diverse, connected and accessible green spaces, providing opportunities for sport, recreation, play, education and social interaction**
- **Work with partners to ensure that new essential infrastructure and community facilities are accessible to all**
- **Ensure that new development contributes appropriately to meeting the need for additional services/facilities generated by proposals**

**Justification**



**CORE STRATEGY PREFERRED OPTIONS**

Community facilities are an essential element in the creation of sustainable communities and include the following (not exclusive)

- Schools, universities and other education and training facilities
- Libraries and community centres
- Doctors’ surgeries, medical centres, hospitals and health centres
- Museums and art galleries
- Child care centres
- Sport and recreation facilities
- Parks, play areas and other green spaces
- Young people’s centres
- Places of worship
- Police, fire and ambulance stations.

The Strategy seeks to provide a range of community facilities at the heart of every community. Community facilities can contribute to community cohesion and identity, and can also reduce the need to travel by providing easy access to multiple facilities.

**HOUSING PROVISION**

**The Options**

In proposing a policy to form the basis for allocating sites for residential development, the Council looked at three levels of provision to meet the Borough’s needs. These were to provide sufficient allocations to meet the housing requirement set out in the Submission draft Regional Spatial Strategy; to provide sufficient allocations to meet the requirements set out in the Secretary of State’s Proposed Modifications; or to provide a greater degree of flexibility as set out in Option 3.

Option 1. Meeting the housing requirement set out in the Submission draft Regional Spatial Strategy.

Phase	2004 - 2011	2011 - 2016	2016 - 2021	Total
Submission Proposal/annum	600	270	270	6900

At the end of March 2007, the Borough’s housing supply was in the region of 8200 commitments. As it is likely that all these permissions will be implemented before 2021, restricting development to 6900 dwellings over the plan period would be difficult to achieve. This option will not provide a framework to concentrate increasingly on the regeneration of the core urban area.

Option 2. Meeting the requirements set out in the Secretary of State’s Proposed Modifications.

Phase	2004 - 2011	2011 - 2016	2016 - 2021	Total
Proposed Modifications Proposal/annum	820	445	220	9065

**CORE STRATEGY PREFERRED OPTIONS**

Commitments at the end of March 2007 leave scope for additional sites to come forward to meet the RSS proposals. However, when proposals in the pipeline, which relate to development within limits, are taken into account, the implications of this are that no further allocations will be required. Again, under this option, it will be difficult to bring forward additional sites to support the spatial strategy.

Option 3 Balancing the RSS and the requirements of PPS3 in the provision of future housing.

PPS3 sets the national policy framework for the provision of housing. The Statement stresses the importance of providing a sufficient quantity of housing taking into account need and demand and seeking to improve choice. Although the Core Strategy needs to be in general conformity with RSS, there needs to be flexibility within the system both to ensure a constant supply of land comes forward and to support the implementation of the regeneration strategy focused on the urban core. To ensure that RSS targets are met, and fulfil the aims of PPS3 and the Council’s regeneration strategy, it is suggested that a “flexibility” element of 20% is considered. This option will allow sufficient scope to bring forward additional allocations to support the spatial strategy.

Phase	2004 - 2011	2011 - 2016	2016 - 2021	Total
Proposal/annum	820	640	410	10990

The scenario set out above assumes that a flexibility element of about 20% has been applied, and that any additional dwellings over and above RSS provision will come forward in the second and third phase of the plan.

The Council’s Preferred Option is to provide sufficient flexibility in its housing allocations to support the spatial strategy and to bring forward additional allocations within the Core Urban Area i.e. scenario 3.

**CORE STRATEGY POLICY 7 (CS7)**

**HOUSING**

**The Council’s Preferred Option is to meet the housing needs of the Borough through:**

- **Providing sufficient land for housing development to meet the requirement set out in the Regional Spatial Strategy for the North East, focusing on key regeneration sites and previously-developed land in the urban core**

## CORE STRATEGY PREFERRED OPTIONS

Phase	2004 - 2011	2011 - 2016	2016 - 2021	Total dwellings
<b>Proposal/annum Total</b>	<b>820 5740</b>	<b>640 3200</b>	<b>410 2050</b>	<b>650 11000 (rounded)</b>
<b>Core Urban Area</b>	<b>&gt;50% by 2011</b>  410/annum Total 2870	<b>50% 5 year annual average</b>  320/annum Total 1600	<b>55 - 60% min. 5 year annual average</b> 225 - 246/annum Total 1125 - 1230	<b>50% – 60% 5600 - 5700</b>
<b>Wider Urban Area</b>	<b>30% annual average</b>  246/annum Total 1720	<b>30% 5 year annual average</b>  192/annum Total 960	<b>30 – 35% min. 5 year annual average</b> 125 - 145.annum Total 615 - 715	<b>30% - 35% 3300 - 3400</b>
<b>Elsewhere (includes Ingleby Barwick)</b>	<b>20% annual average</b>  164/annum Total 1150	<b>20%</b>  128/annum Total 640	<b>10% max. 5 year annual average</b> 40/annum Total 205	<b>2000 approx.</b>

- **Phasing site development where possible to provide a steady supply of housing, in accordance with phasing set out in the Regional Spatial Strategy for the North East**
- **Resisting windfall development except where necessary to achieve a continuous and adequate supply of housing**
- **Minimising the need for “windfall” (i.e. unplanned housing developments) and supporting the SMI. This will be achieved through a sequential approach to achieving a continuous and adequate supply of housing. This approach will prioritise as set out below: -**
  - 1) **Sites allocated for housing development within the Core Urban Area**
  - 2) **Windfall sites within the Core Urban Area**
  - 3) **Sites allocated for housing development within the Wider Urban Area**
  - 4) **Windfall sites within the Wider Urban Area**

**A continuous and adequate supply of housing will be defined as the maintenance of a “rolling” 5-year supply of housing as required by PPS3.**

- **Ensuring that all housing developments make the optimum possible contribution to meeting Stockton Borough’s range of housing needs and creating sustainable, mixed communities. This will be achieved by the provision of affordable housing<sup>5</sup> on sites of over 15 dwellings, and providing a mix and balance of housing types and tenures in line with the findings of the Local Housing Assessment/Strategic Housing Market Assessment and annual revisions of the need for affordable housing in the Borough.**
- **Ensuring that best use is made of land resources, by:**

<sup>5</sup> A definition of affordable housing is given in Annex B of PPS3 Housing.

## CORE STRATEGY PREFERRED OPTIONS

- **requiring housing densities either in excess of 30 dwellings per hectare, or as set out on a site by site basis in the Regeneration Development Plan Document. Development at lower densities will only be allowed in exceptional circumstances where material planning considerations dictate.**
  - **meeting the Tees Valley target of 70% for housing development on previously developed land, as an annual average figure over 5 years from 2006**
- **To achieve the vision set out in the SMI, ensuring that the highest standards of layout and design are integral to the development of key regeneration sites, that other developments will be expected to follow.**
  - **Regeneration of existing housing areas where necessary through selective demolition, new build and upgrading of stock, to revitalise areas and create sustainable communities.**
  - **Addressing any shortfall in and maintaining a steady supply of affordable housing by utilising sites in the Council's ownership where current uses are no longer appropriate.**

### Justification

This option is in general conformity with the Regional Spatial Strategy for the North East, and reflects the contribution that Stockton Borough is expected to make towards the regional housing target. The distribution of new housing development will increasingly reflect the priority attached to the Core Urban Area as the main growth area, and the supporting roles played by Billingham, Thornaby and Yarm, which offer the best prospects for sustainable development.

The graphs overleaf illustrate the Council's housing and brownfield land trajectories at March 2007, based on existing commitments and sites which are likely to contribute to the housing supply. These show how commitments will meet the RSS requirement and that in order to meet the needs of a continued growth in population beyond 2016, and to meet the Council's target for development on previously developed land, additional brownfield allocations will need to be identified in the Regeneration DPD.

This policy responds to advice in PPS3, which aims to promote the provision of a sufficient quantity of high quality, well designed housing in suitable locations and with a mix to meet the needs of the area.

Stockton Borough's spatial strategy has been determined by the need to achieve physical, social, economic and environmental regeneration, the need to maximise accessibility<sup>6</sup> and to facilitate the re-use of previously-developed land, in particular derelict land and buildings.

Stockton Borough's housing needs include executive homes, family housing, single person accommodation, starter homes, student housing, key worker housing, special needs housing for the elderly and the disabled, and affordable housing for both urban and rural

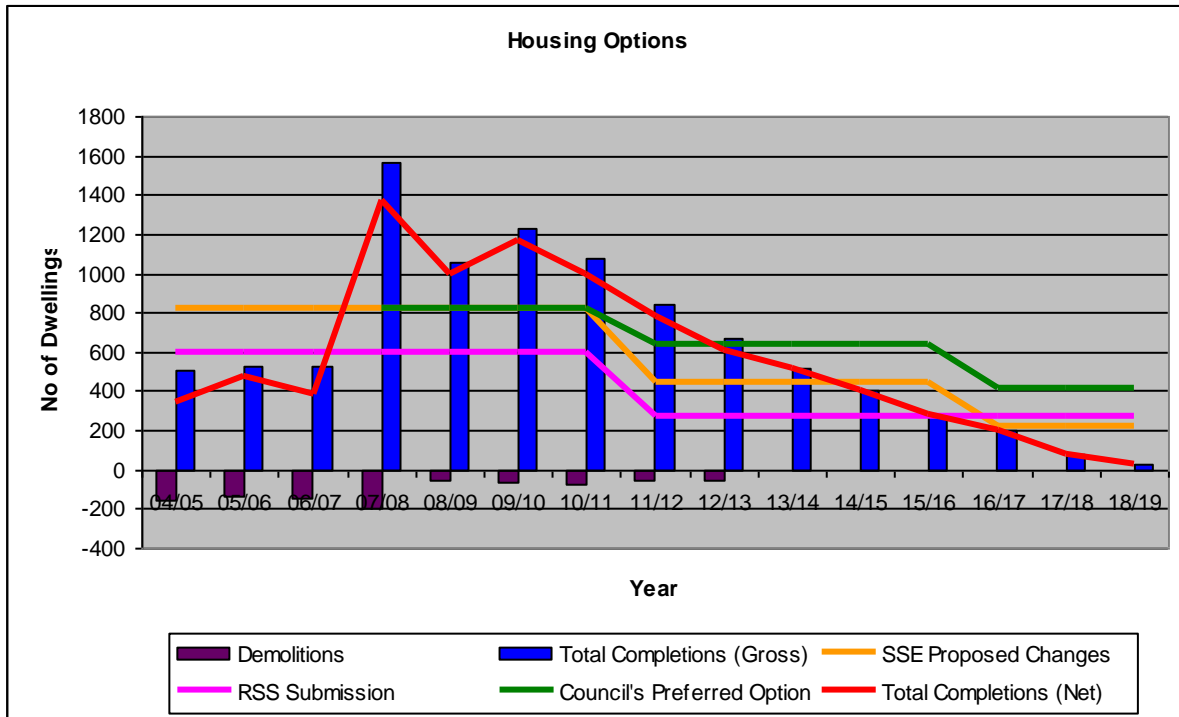
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<sup>6</sup> The term accessibility refers to the degree to which a location is readily accessible by public transport, bicycle and foot; and the degree to which a location is accessible by travel modes other than the car to shops, services, facilities and jobs.

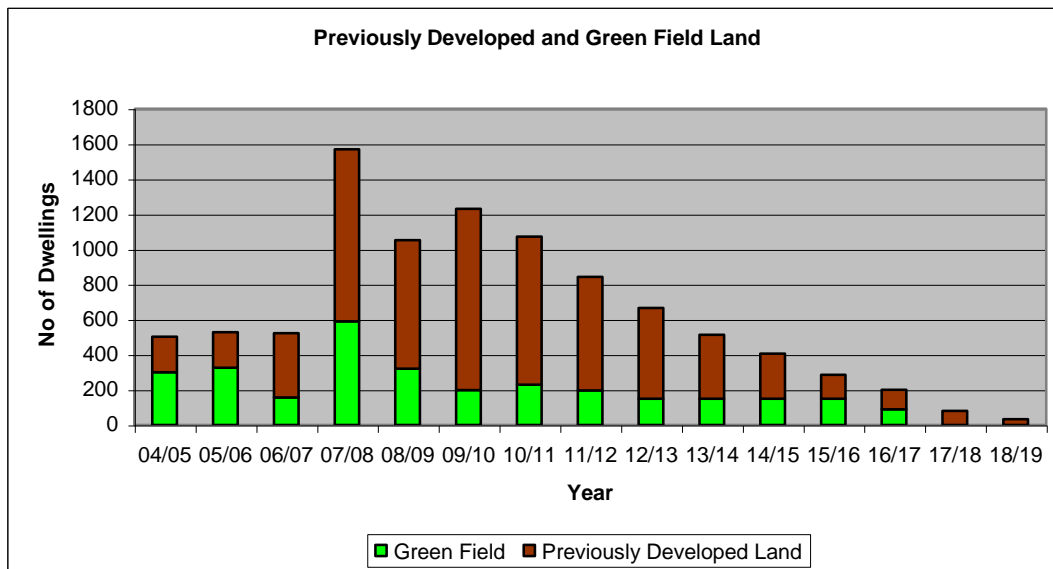
## CORE STRATEGY PREFERRED OPTIONS

communities. The target for the provision of new affordable homes will be in accordance with the findings of the Local Housing Assessment 2006 and subsequent updates.

**Figure 2 Housing Trajectory**



**Figure 3 Brownfield Land Trajectory**



It will be the role of the Regeneration Development Plan Document to identify sites for residential development and to provide more detailed guidance on the implementation of this policy.

## **CORE STRATEGY PREFERRED OPTIONS**

### **CORE STRATEGY POLICY 8 (CS8)**

#### **PROVISION FOR GYPSIES AND TRAVELLERS**

The Council's Preferred option is to:

- **Safeguard the existing Council site for gypsies and travellers at Bowesfield Lane unless the Council is satisfied that there is no longer a need for this provision**
- **Where a proven additional need exists for pitches, to ensure that suitable provision is made for gypsies and travellers, on both permanent and transitory sites, provided that:**
  - **The site is within development limits, unless it is located at a traditional stopping point for gypsies and travellers**
  - **The site is not within a green wedge or other area identified as protected open space**
  - **The site is accessible to schools, shops, health care and other local facilities, and close to public transport**
  - **Development is sensitive to adjacent land uses, particularly residential amenity**
  - **The site has adequate infrastructure facilities**
  - **A suitable highway access and adequate parking provision can be provided, and**
  - **The site is capable of landscaping and screening, as necessary.**

#### **Justification**

Gypsies and travellers both live in the area and travel through it. Currently, there is one Council-administered site in the Borough, with 28 pitches. There are also a number of small private sites.

This policy takes into account the advice in Circular 01/06 Planning for Gypsy and Traveller Caravan Sites. The criteria set out will ensure that sites are suitable for the use proposed, with an acceptable impact on the local environment. They may not be purely residential but business activities on site are a potential source of environmental problems and can only be allowed within the limits specified.

The Council has already identified a need for a Transit (short stay) sites for travellers in the Borough as part of an overall approach to managing short stay travellers. Any additional need is likely to be assessed as part of a Tees Valley-wide study.

#### **Other Options considered**

None.

### **CORE STRATEGY POLICY 9 (CS9)**

#### **PROTECTION AND ENHANCEMENT OF THE URBAN ENVIRONMENT**

The Council's preferred option is to:

## CORE STRATEGY PREFERRED OPTIONS

- **maximise development potential of land and build on its characteristics and strengths to effect efficient and sustainable mixed communities, appropriate in nature, character, and scale to its surroundings and use. Developments should support the established Urban Core, towns and district centres to ensure the most sustainable pattern of development is realised**
- **Encourage the sustainable redevelopment of previously-developed land, particularly those sites which contribute to the Stockton-Middlesbrough Initiative concept**
- **Improve the main approaches, the “Gateways” to Stockton Town Centre**
- **Improve the environments of Billingham and Thornaby district centres**
- **Safeguard the Borough’s defined historic environment<sup>7</sup>by;**
  - **preserving and enhancing Conservation Areas**
  - **protecting Listed Buildings and their settings**
  - **preserving Scheduled Monuments and**
  - **the archaeological sites on the Sites and Monuments Record**
  - **historic parks and gardens**
- **Recognising the importance of townscapes and non-designated historic landscapes which play an equal part in distinguishing the Borough, in addition to locally important buildings.**
- **Develop, maintain and enhance a network of urban parks, green spaces and corridors, natural habitats, recreation and play areas across the Borough.**

**New developments must respect the site context and the local identity which is made up of topography, vegetation, existing land use and historic character. Appropriate scale, massing, design and architecture that respects the local character must seamlessly integrate into the built fabric in high quality, safe, stimulating, attractive and accessible environments. A sub-regional approach should be taken to design by building on the CABE/Tees Valley Design Initiative. Appropriate environmental systems and sustainable construction should be included on-site.**

### **Justification**

The Borough’s built environment developed in a relatively short space of time, as a result of the industrial revolution. This short but explosive growth has given us a great diversity in built form, and together with the legacy of pre-industrial history, and the Borough is rich in built resources. It is intended that the best of the existing assets are protected and celebrated, and that any new development is respectful of its setting to seamlessly integrate into the street scene.

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<sup>7</sup> Listings are soon to be brought into a single comprehensive system, the Historic Environment Folder.

## **CORE STRATEGY PREFERRED OPTIONS**

There are also large areas, principally along the River Tees corridor where the industrial past has left great scars on the landscape. Capitalising on these assets as riverside sites, and bringing them back into productive use, will contribute towards the delivery of a lasting economic renaissance.

Attractive towns and houses encourage pride of place, stimulate economic growth and contribute to local identity. Encouraging new development to make the best use of site characteristics, opportunities and strengths, together with efficient use of land and resources, will help to create efficient and sustainable communities.

The policy builds upon existing National and Regional guidance and policies by promoting the best use of land to prevent unnecessary urban sprawl. In creating healthy, vibrant mixed communities, innovative design and the best technology are promoted.

The principles of good accessibility and quality environments together with architectural detailing are promoted through the Government's Commission for Architecture and the Built Environment (CABE), who have great resources and power to promote the very best from each site. This commitment shows that the Government is dedicated to ensuring that all new development is of the highest quality, and respectful of context and place.

### **Other options considered:**

None

## **CORE STRATEGY POLICY 10 (CS10)**

### **PROTECTION AND ENHANCEMENT OF THE RURAL ENVIRONMENT**

**The Council's Preferred Option is to:**

- **Protect the Borough's rural areas from inappropriate development**
- **Protect the character of the villages of Aislaby, Cowpen Bewley, Carlton, Elton, Grindon, Hilton, Kirklevington, Longnewton, Maltby, Redmarshall, Stillington, Thorpe Thewles and Wolviston**
- **Support and encourage a rural economy based on farming and agriculture, promoting diversification and enterprise, but limiting development to that which needs a rural location**
- **Build on the Tees Valley Green Infrastructure Strategy, by developing a strategic approach to green infrastructure planning and delivery across the Borough to balance the economic, aesthetic, wildlife, and recreation needs, to create attractive and sustainable environments, and to protect and enhance Stockton's network of natural and man-made open spaces, including**
  - **the urban/rural interface**
  - **the strategic gaps between the conurbation (Stockton, Billingham, Thornaby and Yarm) and the surrounding towns and villages, and between Eaglescliffe and Middleton St George**
  - **Green Wedges of**
    - **River Tees valley from Surtees Bridge, Stockton to Yarm**



## CORE STRATEGY PREFERRED OPTIONS

- **Leven Valley between Yarm and Ingleby Barwick**
- **Bassleton Beck Valley between Ingelby Barwick and Thornaby**
- **Stainsby Beck Valley, Thornaby**
- **Billingham Beck Valley**
- **Between North Billingham and Cowpen Lane Industrial Estate**
- **Suburban “green fingers” of landscape buffers and informal recreational open space**
  
- **Improve access to open spaces and the countryside by means other than the private car**
  
- **Protect the Borough’s biodiversity by**
  - **Protecting and enhancing all designated and non designated sites;**
  - **Ensuring the protection of key habitats and contributing to species conservation;**
  - **Ensuring that where habitats are created as a result of development they are linked to existing wildlife corridors;**
  - **Being informed by the Tees Valley Biodiversity Action Plan**
  - **Promoting the protection and enhancement of the biodiversity within the Tees Forest ; and**
  - **Ensuring the geodiversity of the Borough is protected**
  
- **Have regard to environmental resource management within the Borough by protecting and enhancing the quality of air, water and soil.**

### **Justification**

The Borough contains a network of designated and non-designated sites of wildlife interest. The Ramsar site, SPA, SSSI, SNCI and local nature reserve provide vital habitats of international, national, regional and local importance.

The River Tees is important to the Borough, both as a source of recreation, tourism and an economic driver, but also as a wildlife habitat. The Borough contains a number of waterways, which drain into the River Tees estuary, including the River Leven, Billingham Beck, and Lustrum Beck. The Tees Barrage has resulted in a healthier environment, and also allowed the creation of the international standard canoeing course. Along the river, there are various sites of wildlife importance, such as Seal Sands, the marshes, and the internationally designated RAMSAR/SPA site at Teesmouth.

Developing a strategic approach to green infrastructure would recognise its multi-functional role and a “joined-up” approach to its planning and management will address numerous environmental, social and economic objectives. One of the greatest challenges faced by Stockton Borough is to create attractive places and an environment with the quality of life which makes people want to stay and attracts investment and entrepreneurs. Green infrastructure is a key element in helping achieve the economic and sustainable vision. The Tees Valley Green Infrastructure Strategy provides the wider context.

### **Other options considered:**

None

## **CORE STRATEGY PREFERRED OPTIONS**

### **CORE STRATEGY POLICY 11 (CS11)**

#### **MINERALS AND WASTE**

**Through the joint Tees Valley Minerals and Waste Development Plan Documents, the Council's Preferred Option is to:**

- **Provide for sustainable waste management within the Borough, and support proposals for the re-use, recycling and recovery of waste**
- **Seek a balance between planning for an adequate supply of minerals and sustainable development**
- **Encourage the recycling of aggregates to reduce the need for primary aggregate extraction.**

#### **Justification**

Although the extraction of minerals is not a major issue for the Borough, the Council recognises the importance of a steady and adequate supply to meet needs. Recycling of aggregates wherever possible will help to reduce the need for new primary extraction and the amount of waste generated.

PPS10 sets out Government policy on waste with the overall objective to protect human health and the environment by producing less waste and by using it as a resource wherever possible.

Minerals and Waste Development Plan Documents are being prepared jointly by the five unitary Tees Valley authorities, to set out policies and proposals at the sub-regional level.

#### **Other options considered:**

None.

## CORE STRATEGY PREFERRED OPTIONS

Table 2 Other Strategies – the links.

Strategy	Key Objectives	Links with Core Strategy Objectives	Links with Core Strategy Policies
<b>Other Tees Valley Strategies</b>			
Stockton Middlesbrough Initiative	<ul style="list-style-type: none"> <li>• Ensuring that the urban core is well connected, both internally and strategically</li> <li>• Creating and attracting high-quality city scale assets</li> <li>• Creating an vibrant and diverse urban core where people want to invest, live, work and visit</li> <li>• Linking landscape and water</li> <li>• Build on existing assets with the River Tees at its heart</li> <li>• Keeping the old industry and embracing the new to develop a new industrial landscape by harnessing the potential of the universities, skill base and land supply/infrastructure.</li> </ul>	Objectives 1,2, 3, 4,5,8,9,10, 11, 12	<b>Core Strategy Policy 1 Spatial Strategy</b> Core Strategy Policy 2 Transport Core Strategy Policy 3 Sustainable Living Core Strategy Policy 4 Economic Regeneration Core Strategy Policy 5 Retail and Town Centre Uses
Tees Valley Green Infrastructure Strategy	To develop a network of green corridors and green spaces in the Tees Valley that <ul style="list-style-type: none"> <li>• Enhance the quality of place and environment for existing and future communities and potential investors</li> <li>• Provide an enhanced environmental context for new development, regeneration projects, and housing market renewal and produces high quality design and developments</li> <li>• Creates and extends opportunities for access, recreation and enhancement of biodiversity</li> </ul>	Objectives 6, 8, 9, 11	Core Strategy Policy 6 Community Facilities Core Strategy Policy 9 Protection and Enhancement of the Urban Environment Core Strategy Policy 10 Protection and Enhancement of the Rural Environment

## CORE STRATEGY PREFERRED OPTIONS

Tees Valley Biodiversity Action Plan	<ul style="list-style-type: none"> <li>To support the UK Biodiversity Action Plan Objectives, in maintaining and enhancing international, national and local overall populations and natural ranges of species, habitats, ecosystems.</li> </ul>	Objectives 8	Core Strategy Policy 10 Protection and Enhancement of the rural Environment
Tees Valley Business Case and Development Plan	<ul style="list-style-type: none"> <li>To build on the economic assets of the City Region</li> <li>To improve the urban competitiveness and liveability of the Tees Valley</li> </ul>	Objectives 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	<b>Core Strategy Policy 1 Spatial Strategy</b> Core Strategy Policy 2 Transport Core Strategy Policy 3 Sustainable Living Core Strategy Policy 4 Economic Regeneration Core Strategy Policy 5 Retail and Town Centre Uses
Middlesbrough LDF	<ul style="list-style-type: none"> <li>To recognise the Tees Valley city region and identify the SMI as the location provide a dynamic city-scale urban centre for the city region and its economy</li> <li>To improve connectivity within the Tees Valley city region</li> <li>To maximise the benefits to be gained from natural resources, including the leisure and regeneration potential of water assets such as the Tees corridor</li> </ul>	Objectives 2, 3, 4, 5, 6	<b>Core Strategy Policy 1 Spatial Strategy</b> Core Strategy Policy 2 Transport Core Strategy Policy 3 Sustainable Living Core Strategy Policy 4 Economic Regeneration

## CORE STRATEGY PREFERRED OPTIONS

Other Stockton Borough Council Strategies			
Local Transport Plan 2006 - 2011	<ul style="list-style-type: none"> <li>• To improve opportunities for all to access health, education, jobs, leisure and food outlets</li> <li>• To reduce the rate of traffic growth in the Borough</li> <li>• To improve transport's contribution to our community's quality of life</li> </ul>	Objectives 5, 6	<b>Core Strategy Policy 1 Spatial Strategy</b> Core Strategy Policy 2 Transport Core Strategy Policy 3 Sustainable Living Core Strategy Policy 6 Community Facilities
Regeneration Strategy 2007 - 2011	<ul style="list-style-type: none"> <li>• Physical regeneration focused on the river corridor</li> <li>• Economic regeneration</li> <li>• Vibrant town centres</li> <li>• Vibrant neighbourhoods</li> <li>• Delivering design quality</li> <li>• "Fit for purpose" transport infrastructure</li> </ul>	Objectives 1, 2, 3, 4, 5, 6, 7, 8, 9, 10,11, 12	<b>Core Strategy Policy 1 Spatial Strategy</b> Core Strategy Policy 2 Transport Core Strategy Policy 3 Sustainable Living Core Strategy Policy 4 Economic Regeneration Core Strategy Policy 5 Retail and Town Centre Uses Core Strategy Policy 6 Community Facilities Core Strategy Policy 7 Housing
Housing Strategy 2005 - 2008	<ul style="list-style-type: none"> <li>• Delivering quality and choice in the housing market</li> <li>• Promoting safe and sustainable communities</li> <li>• Being proactive in reducing inequalities</li> <li>• Delivering modern, customer focused service</li> </ul>	Objectives 1, 7, 11, 12	Core Strategy Policy 3 Sustainable Living Core Strategy Policy 7 Housing Core Strategy Policy 8 Provision for Gypsy and Travellers
Climate Change Action Plan 2007 - 2012	<ul style="list-style-type: none"> <li>• To reduce greenhouse gases emission from within the Borough area through reducing energy use, better waste management, the use of sustainable transport and green procurement</li> </ul>	Objectives 8, 10, 11	Core Strategy Policy 2 Transport Core Strategy Policy 3 Sustainable Living Core Strategy Policy 11 Minerals and Waste

## **CORE STRATEGY PREFERRED OPTIONS**

### **7. The Spatial Strategy at the Local Level.**

#### **Implications of the Core Strategy at the Area Partnership Board Level.**

##### **7.1 The Central Area.**

This area includes Stockton town, a large part of the river corridor included in the Stockton Middlesbrough Initiative (SMI) area, together with part of the Borough's Western rural fringe.

This part of the Borough will be the area where most change, growth and development will take place. Stockton town will retain its role as the borough's main centre, providing higher order shops, services and facilities to serve the Borough as a whole. Focus will be on key regeneration sites such as North Shore, and existing initiatives will be built upon. The presence of large areas of previously developed land provides the opportunity to transform the river corridor and to provide a high quality environment for sustainable urban living. The Council and its partners will place emphasis on:

- Regeneration and development of previously developed sites, particularly those that are part of the SMI concept, including the North Shore area
- Regeneration of Stockton Town Centre, including implementation of the Gateway projects, to reinforce its role as the main settlement in the Borough and top of the retail hierarchy
- Development of an evening economy within the town centre, including focus on the Green Dragon Yard area
- Expansion of the university to the northern side of the river
- Continue development on general industrial and business estates
- Locating office development within the town centre
- Revitalisation of central housing areas
- Development of a light rail corridor linking Saltburn to Darlington via Stockton with associated upgrading of station facilities
- Improvements to the local transport infrastructure to relieve pressure on the trunk road network
- Maintain and improve the public transport network within and between Stockton and other areas within and outside the Borough
- Review and rationalisation of car parking provision
- Improved pedestrian links between the town centre and the riverside
- Focusing on the river and riverside area, between the Tees Barrage and Victoria Bridge, for leisure and recreation pursuits and the development of a restaurant/café-bar culture
- Development of leisure, recreation, and cultural activities within the Green Blue Heart, together with flagship projects illustrating what can be achieved through sustainable construction and energy efficiency/use of renewable energy
- Safeguarding and enhancing buildings, sites and areas of heritage and cultural importance
- Limited development in rural areas

## CORE STRATEGY PREFERRED OPTIONS

- Safeguarding and improving sites of biodiversity, particularly along the River Tees and Lustrum Beck
- Encouraging tree planting and integrated habitat creation and management to support the Tees Forest Plan and Biodiversity Action Plan.

### **7.2 The Northern Area.**

This area includes Billingham as the district centre, together with areas of traditional industrial land on the north side of the River Tees out to the chemical industrial cluster at Seal Sands on the coast, with a rural hinterland to the west.

This will be an area where some development, growth and regeneration will take place. Billingham will continue to fulfil its role as a district centre, accommodating growth proportionate to its function. Emphasis will be on maintaining and modernising the traditional heavy industries concentrated in the area, whilst capitalising on new technologies, together with upgrading the quality of the built and natural environment. The Council and its partners will place emphasis on:

- Regeneration and development to support Billingham's role as a district centre, particularly the upgrading of the centre and its facilities
- Developing the evolving role of the Borough's traditional industries, such as chemicals, as an integral part of the economic base
- Exploring and developing the area's potential for diversifying the economic base through new technologies, such as the generation of renewable energy, through water, wind, biomass and energy from waste, the creation of a regionally significant recycling facility and the development of associated manufacturing industries
- Promotion of the area as a location for industries which support the development of Tees Port
- Development of leisure, recreation, and cultural activities within the green blue heart, together with flagship projects illustrating what can be achieved through sustainable construction and energy efficiency/use of renewable energy
- Maintain and improve the public transport network within and between Billingham and other areas within and outside the Borough; seek to facilitate the provision of a second Tees crossing; encourage the upgrading of rail freight links to Tees Port
- Remediation and rehabilitation of derelict and underused land
- Safeguarding and enhancing buildings, sites and areas of heritage and cultural importance
- Enhancement of cultural, leisure and recreation facilities
- Protection and enhancement of the international nature reserve at Seal Sands and associated areas
- Limited development in the rural areas
- Safeguard and improve sites of biodiversity, particularly along the river Tees, at Teesmouth, along Billingham Beck and within the green wedges

## CORE STRATEGY PREFERRED OPTIONS

- Encouraging tree planting and integrated habitat creation and management to support the Tees Forest Plan and Biodiversity Action Plan.

### **7.3 The Eastern Area**

This comprises the older settlement of Thornaby, together with the new community of Ingleby Barwick.

This will be an area where some development and regeneration will take place. As with Billingham, Thornaby will continue to fulfil its traditional role as a district centre, serving a more local population. At Ingleby Barwick, emphasis will focus on supporting the provision of facilities necessary to sustain the growing community.

The Council and its partners will place emphasis on:

- Regeneration of the river corridor, in support of the SMI concept
- Development of leisure, recreation, and cultural activities within the green blue heart, together with flagship projects illustrating what can be achieved through sustainable construction and energy efficiency/use of renewable energy
- Redevelopment of Thornaby centre, together with other development of a scale and nature which supports the role of the town as a district centre
- Continue development on general industrial and business estates
- Encourage the expansion and development of the university's role in education and training, economic diversification
- Improvement of the vehicular links into the town centre; development of a light rail corridor linking Saltburn to Darlington via Thornaby, with associated upgrading of station facilities
- Maintain and improve the public transport network within and between Thornaby, Ingleby Barwick and other areas within and outside the Borough
- Investigation and support for ways of improving traffic circulation at Ingleby Barwick
- Improving pedestrian links across the river Tees and the Leven
- Improving links to outdoor leisure and recreation activities and open space
- Provision of facilities to support the sustainability of Ingleby Barwick as a community
- Completion of residential development at Ingleby Barwick
- Rationalisation of housing stock in Thornaby
- Very limited development in the rural areas
- Safeguarding and enhancing buildings, sites and areas of heritage and cultural importance
- Safeguard and improve sites of biodiversity, particularly along the river Tees, the Leven and within the green wedge
- Development of the River Tees Heritage Park



## CORE STRATEGY PREFERRED OPTIONS

- Encouraging tree planting and integrated habitat creation and management to support the Tees Forest Plan and Biodiversity Action Plan.

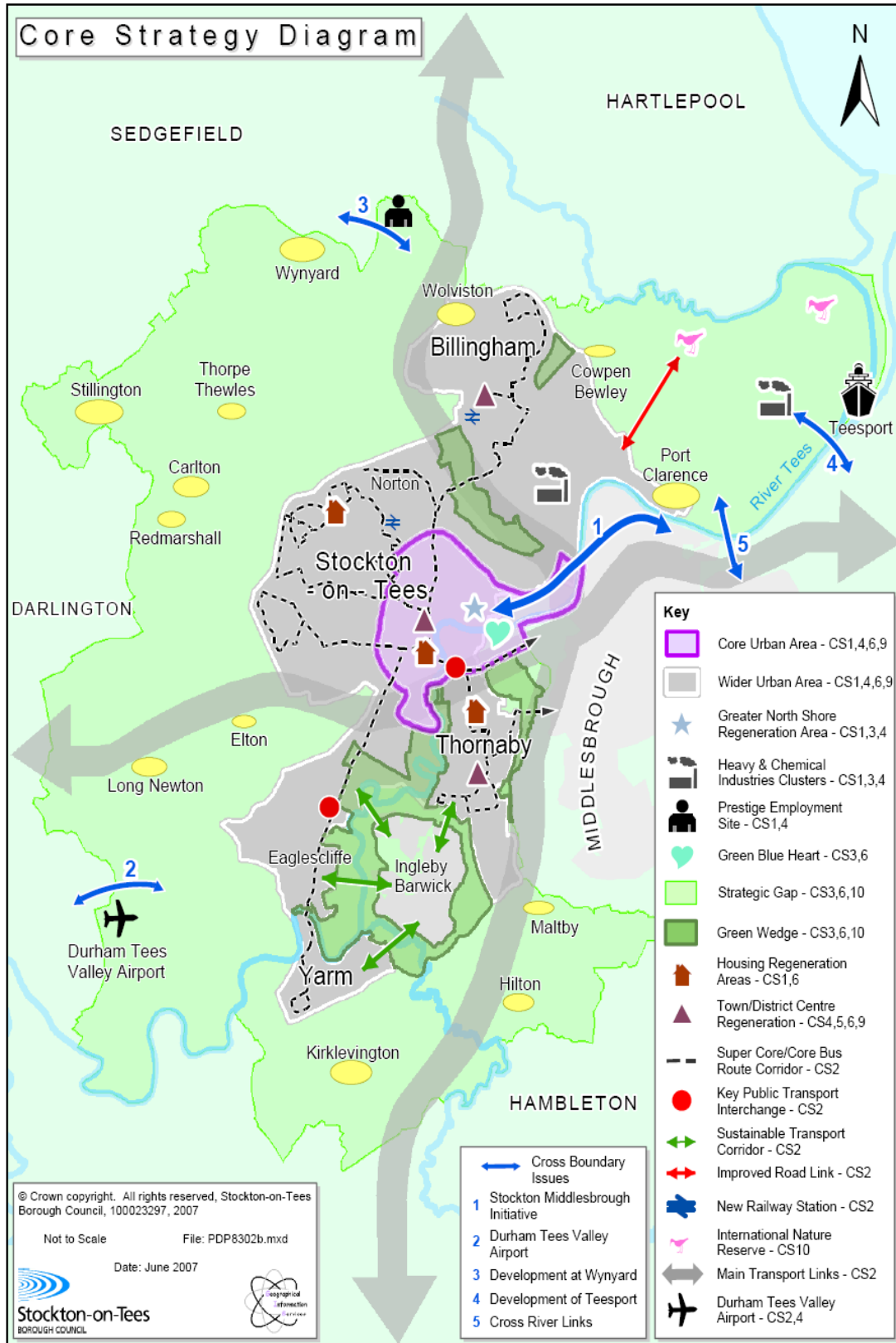
### **7.4 The Western Area**

This area contains the settlements of Preston, Eaglescliffe and Yarm, with rural areas to the south and west. Durham Tees Valley Airport, on the border with Darlington, is an additional asset.

This will be an area where more limited development is likely to take place. Yarm will retain its role as a district centre, building on its niche role in the provision of high quality retail facilities. However, opportunities for further development here may be limited by environmental considerations, in terms of its historic fabric and constrained setting. The Council and its partners will place emphasis on:

- Investigation and support for ways of improving traffic circulation in Yarm
- Maintaining the viability and vitality of Yarm as a district centre with a niche role in the retail market
- Development which respects the scale and nature of Yarm as a district centre, and respects its character
- Maintain and improve the public transport network within and between Yarm and Eaglescliffe and other areas within and outside the Borough
- Transport infrastructure improvements/ public transport connections to Durham Tees Valley Airport; development of a light rail corridor linking Saltburn to Darlington with associated upgrading of station facilities
- Expansion of Durham Tees Valley Airport for airport related uses
- Supporting measures to upgrade Eaglescliffe Station in terms of accessibility and the environment in recognition of the new Sunderland – London rail route
- Limited development in rural areas
- Promoting the potential for river-based tourism, leisure and recreation facilities
- Safeguarding and enhancing buildings, sites and areas of heritage and cultural importance
- Enhancing Preston Park as a tourist venue
- Safeguard and improve sites of biodiversity, particularly along the river Tees and within the green wedge
- Encouraging tree planting and integrated habitat creation and management to support the Tees Forest Plan and Biodiversity Action Plan
- Development of the River Tees Heritage Park.

# CORE STRATEGY PREFERRED OPTIONS



## **CORE STRATEGY PREFERRED OPTIONS**

### **8. DEVELOPMENT MANAGEMENT POLICIES**

8.1 Government advice, in PPS12, suggests that the Local Development Framework should contain a limited suite of policies which set out the criteria against which planning applications for development and use of land and buildings, will be considered. Policies should define clearly the circumstances in which planning permission will, or will not be granted, and should focus on achieving the outcomes required to meet the authority's spatial vision.

#### **Development Principles**

8.2 Quality of the environment is at the heart of Stockton Borough's vision for the future. The Vision refers to "the quality and character" of the built and natural environment and the need to protect and enhance these to the benefit of all. One of the key objectives is to provide a safe, healthy and attractive environment. Significant levels of development are proposed for the Borough over the period up to 2016, and there are a number of principles that need to be taken into account fully in new development, whether large or small and for whatever use. It is also important that we achieve attractive, high quality sustainable places where people want to live and work. Therefore, a series of policies is proposed to guide development management to fulfil this objective.

#### **DEVELOPMENT MANAGEMENT POLICY 1 (DM1)**

##### **PLANNING OBLIGATIONS**

**When new development is proposed in suitable locations, the Council's Preferred Option is to:**

- **Ensure that the impact of that development on existing infrastructure and the surrounding environment are taken into account by negotiating contributions towards the cost of providing infrastructure and of meeting social and environmental requirements, where necessary and directly related to the proposed development.**

**The nature and scale of the contribution sought will be determined having regard to**

- a. the location, scale and form of the development**
- b. the capacity of the existing infrastructure provision**
- c. the potential impact of the development upon the surrounding area and facilities.**

**Contributions sought may relate to a range of provision, including affordable housing, education requirements, employment and training needs, transport infrastructure and/or public transport provision, open space and recreation facilities, community facilities, waste management, health care, landscaping and biodiversity, drainage/flood prevention, arts and cultural provision, preservation or enhancement of the historic landscape or townscape.**

## **CORE STRATEGY PREFERRED OPTIONS**

**The Council's approach to planning obligations is set out in the Planning Obligations Supplementary Planning Document.  
Justification**

To support the Government's drive for the creation of sustainable communities, and accessibility to services and facilities, it is only right that development should bear the costs of any additional requirements for services and facilities which arise out of that development. The appropriate range and level of contributions will be assessed in a comprehensive manner, taking into account the above criteria and the strategic infrastructure requirements. Regard will be had to the provisions of Circular 05/2005, Planning Obligations, and further guidance is contained in a Supplementary Planning Document.

### **DEVELOPMENT MANAGEMENT POLICY 2 (DMP2) DESIGN OF NEW DEVELOPMENT**

**All new development must be of high quality design and, as appropriate to the scale and nature of the development, should**

- **Preserve and enhance the quality and character of the local area**
- **Protect and enhance important environmental assets of the site and respond positively to existing features of natural, historic, archaeological or local character including trees and hedges**
- **Include variety and interest within a design which provides a sense of place, whilst responding to the local context and respecting local distinctiveness**
- **Be compatible with its location and appropriate in terms of scale, mass, form, siting, design, proportions, materials, texture and colour, and demonstrate a good relationship between buildings, routes and spaces, both within the development and with the surrounding area**
- **Achieve accessibility for all sectors of the community and all modes of transport, into, out of and within a development, including links to the existing public transport, footpaths, cycle routes, bridleways, public rights of way, public open spaces and road networks**
- **Provide high quality public spaces and landscaping, including green spaces and corridors, which will contribute both to the provision of recreation space and also to the biodiversity of the area, in addition to a setting for public art.**

**All development proposals must provide, as appropriate to the nature and scale of the proposed use:**

- **Affordable housing in line with the findings of the Local Housing Market Assessment, as set out in Core Strategy Policy 6**
- **Appropriate access from the highway network that does not compromise safety, and enhanced public transport, cycling and pedestrian infrastructure in line with the Second Stockton-on-Tees Local Transport Plan and its subsequent reviews**

## CORE STRATEGY PREFERRED OPTIONS

- **Car parking, in accordance with the Supplementary Planning Document “Parking Provision for New Developments”**
- **Safe and secure cycle parking, in accordance with the Supplementary Planning Document “Parking Provision for New Developments”**
- **Outdoor play space, including equipped play areas, in accordance with the Council’s standards**
- **Safe and convenient access for all to public buildings and spaces, and to the public transport network**
- **Be of a design that minimises the opportunities for crime, and provides an environment which is safe and feels safe.**
- **For the screened storage and collection of refuse, including recyclable materials, together with a site waste management plan**
- **Appropriate waste sorting, recovery and recycling facilities, in the following circumstances:**
  - **Developments of 100 or more houses**
  - **New developments, redevelopment or refurbishment of shopping centres or facilities where the floorspace of existing or new development amounts to 500 square metres or more**
  - **Major transport, leisure, recreation, tourist or community facilities; and**
  - **Appropriate smaller developments, which frequently attract a significant number of people (for example community or shopping schemes)**
- **Require developments to incorporate on site renewable energy generation, unless the developer can demonstrate that this would be impractical, in which case an acceptable low carbon alternative would have to be developed. The thresholds are as follows:**

**Commercial development in excess of 1000 sq. m. floor space and residential developments of more than 10 dwellings are expected to provide:**

**Up to 2011: 15% of the predicted energy requirement to be sourced from on site renewable generation;**

**2012 until 2016: 25% of the predicted energy requirement to be sourced from on site renewable generation;**

**2016 – 2021: 50% of the predicted energy requirement to be sourced from on site renewable generation.**

All other development below this threshold will be assessed on a case-by-case basis as to their ability to contribute towards the renewable energy targets, through either on or off site provision

- **Financial contributions towards the provision, and where appropriate, the maintenance of infrastructure, services and**

## **CORE STRATEGY PREFERRED OPTIONS**

**facilities required by the development in accordance with Development Management Policy 1 Planning Obligations.**

**Planning permission will not be granted where the proposed development would have an unacceptable adverse impact**

- **On residential amenity**
- **On the local transport network**
- **On the character of an area**
- **From undue environmental disturbance such as noise, light pollution, air quality, odour, noxious emissions and dust, or quality of ground and surface water**
- **On flooding and flood risk**
- **On ecological, wildlife and archaeological interests**
- **On architectural and historic assets and the built environment**
- **On the best and most versatile agricultural land**
- **On recreation and other community facilities.**

### **Justification**

All new development will have an impact on surroundings. The aim must be that any development takes all proper care of its surroundings, including existing buildings, open spaces and settlement edges and ensure that an integrated scheme that does not harm local amenity and wherever possible brings benefits to the area.

Additionally, it is important that development proposals make proper provision to meet their needs. This policy provides a check list for developers to help ensure that all requirements are met.

## **DEVELOPMENT MANAGEMENT POLICY 3 SUSTAINABLE CONSTRUCTION METHODS (DMP 3)**

**In minimising the impact of development on climate change, the Council will:**

- **Ensure development proposals are resource and energy efficient through sustainable construction and design, unless such measures would be harmful to the character, appearance, or setting of a listed building or conservation area;**
- **New development will be required to demonstrate that it will not add any net carbon dioxide emissions over the lifetime of the operation, through applying a range of technologies;**
- **New development is required to comply with the Code for Sustainable Homes and achieve Code Level 5, with the aspiration that by 2016 all new development will achieve Code Level 6 with zero carbon emissions and high performance across all environmental categories, or meet the Breeam rating of “excellent”.**
- **Support the development of ‘long life and loose fit’ buildings, allowing buildings to be adaptable to changing needs.**

## **CORE STRATEGY PREFERRED OPTIONS**

- **Encourage the use of sustainable materials and construction methods in the course of the implementation of planning permissions, and the reuse of materials resulting from demolition.**

**Water recycling and conservation measures will be an integral part of all new development.**

### **Justification**

The impacts of climate change are felt both locally and worldwide, but changes at a local level need to take place before a global change can take effect. Whilst the impact of climate change is sometimes perceived as an environmental issue, it is now widely acknowledged there are equally challenging impacts on both social and economic issues. All development in the Borough can make a contribution to reducing greenhouse gas emissions. One part of this is through sustainable construction.

## **DEVELOPMENT MANAGEMENT POLICY 4 FLOODING AND WATER RESOURCES (DMP4)**

**New development will be directed towards areas of low flood risk (i.e. Flood Zone 1, as identified by the Strategic Flood Risk Assessment (SFRA)). Where large areas of potential development sites are in areas that are identified as being at risk (i.e. Flood Zones 2 and 3) and result in an increase in the vulnerability of people and property to flooding, the development will not be permitted unless the applicant can demonstrate by means of a flood risk assessment, sequential and exception tests that:**

- **There is no alternative site at no risk or lower risk of flooding**
- **There will be no increased risk of flooding to the development**
- **The development will not increase the risk of flooding elsewhere or have a negative impact on wildlife habitats**
- **The development provides wider sustainability benefits to the community that outweigh the flood risk, as informed by the Tees Valley SFRA, and**
- **The development is on previously developed land, or if not, there are no reasonable alternative sites on developable previously developed land.**

**Where the need for a development in an area at risk to flooding has been proven, or for development that would increase the risk of flooding, it shall be designed so as to minimise the risk of flooding by incorporating appropriate flood alleviation or mitigation measures, funded by the developer.**

**Proposals for new development will not be permitted unless it can be demonstrated that development would not**

## CORE STRATEGY PREFERRED OPTIONS

- **Lead to the pollution of waters**
- **Damage surface and groundwater resources and their uses**
- **Damage historic watercourses or compromise surface water and groundwater quality**

**New developments should be drained by sustainable drainage systems (SuDS), or if this is not practical, developers will be required to demonstrate to the satisfaction of the Council that an alternative method of surface water disposal incorporating the necessary flow limitation is included. Water conservation measures should be included.**

**Initiatives which lead to improvements in surface and ground water quality will be supported in principle.**

### **Justification**

Situated within the Tees Valley, flooding and flood risk, and the quality of surface and ground water is an issue for the Borough. The River Tees is an important asset, both as a source of recreation, tourism and an economic driver, but also as a wildlife habitat. The Borough contains a number of waterways, which drain into the River Tees estuary, including the River Leven, Billingham Beck, and Lustrum Beck. The Tees Barrage has resulted in a healthier environment, and also allowed the creation of the international standard canoeing course. Along the river, there are various sites of wildlife importance, such as Seal Sands, the marshes, and the internationally designated RAMSAR site at Teesmouth. Economically, Teesport plays an important role within the local and regional economy, and the River is an important resource for local industry. The Tees Valley Strategic Flood Risk Assessment (SFRA) provides a detailed assessment of the flooding issues within the Borough. The SFRA provides a greater understanding of Flood Risk for the whole of the Tees catchment.

From a flood risk perspective, all land uses are acceptable in Flood Zone 1, and flood risk is not considered to be a significant constraint to development. However, with regard to Flood Zones 2 and 3, developers will be required to submit Flood Risk Assessments (FRA), and developers should seek advice from the Environment Agency as to the specific requirements for assessment for development in Flood Zone 3. The FRA will need to assess the current level of flood risk as well as the level of flood risk following development. Further advice is given in the Tees Valley Strategic Flood Risk Assessment.



## **CORE STRATEGY PREFERRED OPTIONS**

### **9. Monitoring Framework and Implementation Plan.**

#### **Monitoring Framework**

9.1 The spatial strategy and core policies of the document are based on information currently available. The Core Strategy must be flexible enough to respond to changing needs and circumstances, nationally, regionally and at the local level. Monitoring will assess its effectiveness in delivering the vision and spatial objectives, and in implementing the spatial strategy. An Annual Monitoring Report (AMR) will be prepared to indicate the extent to which the strategy is being successful, and to identify any changes required if a policy is not working or if targets are not being met.

9.2 Indicators will be developed which provide a consistent basis for monitoring the performance of the strategy against spatial objectives. These will include Core Output Indicators as required by government, and local indicators to reflect the Borough's particular circumstances. Indicators will be chosen to provide a brief guide to overall progress and concentrate on strategic outcomes for the area. These will largely reflect the key indicators chosen to monitor the Sustainable Community Strategy and the Key Lines of Enquiry for Comprehensive Performance Assessment.

9.3 This document is accompanied by a formal Sustainability Appraisal report, considering the social, environmental and economic effects of the proposals, particularly in terms of measuring the contribution towards achieving sustainable development.

## CORE STRATEGY PREFERRED OPTIONS

### Implementation Plan

Policy	Potential Implementation Frameworks	Lead Agencies
Core Strategy Policy 1 Spatial Strategy	Regeneration DPD Environment DPD Supplementary Planning Documents Development Management Policies Determining Planning Applications Discussions with Stakeholders	SBC TVR ONE Developers Landowners Stockton Renaissance and the Area Partnership Boards
Core Strategy Policy 2 Transport	Regeneration DPD LTP Development Briefs Greater North Shore Master Plan Planning Obligations SPD	SBC HA Network Rail Public Transport Providers Neighbouring LAs Land Owners Developers
Core Strategy Policy 3 Sustainable Living	Regeneration DPD Environment DPD Climate Change Action Plan Joint Minerals and Waste DPDs Planning Obligations SPD Residential Design Guide Development Management Policies	SBC Developers
Core Strategy Policy 4 Economic Regeneration	Regeneration DPD Regeneration Strategy Determining Planning Applications Inward Investment Strategy????	SBC Developers Private Businesses Landowners
Core Strategy Policy 5 Retail and Other Town Centre Uses	Regeneration DPD Regeneration Strategy Determining Planning Applications Inward Investment Strategy???? Town Centre Action Plans	SBC Developers Private Businesses Landowners Retailers Town Centre Managers
Core Strategy Policy 6 Community Facilities	Regeneration DPD Planning Obligations SPD Tees Valley Cultural Strategy Building Schools for the Future School Organisation Plan Regeneration Strategy Museums Strategy Play Strategy Playing Pitch Strategy Determining Planning Applications	SBC Developers Landowners SRCGA Town Centre Managers British Waterways Theatre Trust DfES PCT
Core Strategy Policy 7 Housing	Regeneration DPD Residential Design Guide Strategic Housing Market	SBC Landowners Developers

## CORE STRATEGY PREFERRED OPTIONS

	<p>Assessment Local Housing Market Assessment Housing Strategy Housing Investment Plan Older People's Strategy Supporting People Regeneration Strategy Planning Obligations SPD RSL Investment Programmes Neighbourhood Renewal Strategy Determining Planning Applications</p>	<p>RSLs and other Housing Providers Private Landlords CLG</p>
<p>Core Strategy Policy 8 Provision for Gypsies and Travellers</p>	<p>Regeneration DPD Housing Strategy Determining planning Applications</p>	<p>SBC Gypsy and Traveller Association Representatives of Gypsy and Traveller Communities</p>
<p>Core Strategy Policy 9 Protection and Enhancement of the Urban Environment</p>	<p>Regeneration DPD Environment DPD CaHEF SPD Residential Design Guide SPD Open Space and Landscaping SPD Greater North Shore Master Plan SPD SMI Parks and Open Space Strategy?? Determining planning applications</p>	<p>SBC English Heritage Developers Landowners TVR</p>
<p>Core Strategy Policy 10 Protection and Enhancement of the Rural Environment</p>	<p>Regeneration DPD Environment DPD Landscape Character Assessment??? Parks and Open Space Strategy?? Biodiversity Action Plan Determining planning Applications</p>	<p>SBC EA Natural England Tees Valley Wildlife Trust Tees Forest Other environmental groups</p>
<p>Core Strategy Policy 11 Minerals and Waste</p>	<p>Joint Minerals and Waste DPDs Waste Management Strategy Determining planning applications</p>	<p>SBC JSU Neighbouring LAs Waste Operators Mineral Extractors Landowners</p>

## CORE STRATEGY PREFERRED OPTIONS

### Contact Details

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